



La Plaza Vieja --- Neighborhood

Neighborhood Plan

Flagstaff, Arizona

May 2010

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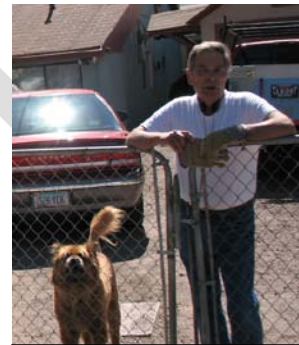
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Preface

All people desire to live in a **safe, attractive and welcoming neighborhood**, whether that is a dense downtown, or an expansive subdivision. Great cities, and the wonderful neighborhoods within them, don't just happen. Cities constantly grow and change, and we can ensure that these changes are positive through planning. Neighborhood plans are intended to offer guidance on a more focused level by providing a means for residents to:

- Identify, preserve and build on the positive qualities of their neighborhoods;
- Acknowledge and mend existing issues or problems; and
- Set goals and priorities that will shape the future of the neighborhood in the years to come.

The **intent** of La Plaza Vieja Neighborhood Plan is to provide a clear and comprehensive document to guide future growth through focused development, preservation, urban design, services and jobs in the historical neighborhood.

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Executive Summary

The 'Old Town Spring', located in Flagstaff at the foot of Northern Arizona Mountains, was a precious resource for the indigenous, pre-historic people as well as subsequent 19th century settlers in this arid climate. These natural waters invited contiguous permanent human settlement, which in turn spurred the growth of lumber mills, cattle and sheep ranches, and a train depot along with bustling shops, restaurants and taverns. However, due to railroad operations and a series of fires, in 1883 Flagstaff's train depot relocated east on-half mile to its present location, which was given the name "New Town", and subsequently named Flagstaff. Thus, the original settlement around the spring became known as 'Old Town' which survived throughout the years and is now known as La Plaza Vieja Neighborhood, locally regarded as the most historical location in the city of Flagstaff as its roots of our community and cultural heritage.

Today's La Plaza Vieja (The Old Town) is rich in Mexican-American culture because it became the settlement of many Mexican immigrants who worked on the railroad and lumber mills in the late 1800's. Over the next century, a number of homes were built by the very same ancestors of the families that occupy the homes today!

La Plaza Vieja comprises of approximately 109 acres with 410 housing units (2000 Census) that house roughly 846 people. This equates a density of 3.76 units per acre, which is relatively sparse considering the neighborhood is surrounded by Northern Arizona University, Downtown Flagstaff and commercial uses along historic Route 66.

Over the course a year with many community visioning sessions, neighborhood planning meetings and walking tours, the goals and recommendations within this document were developed. Members of La Plaza Vieja Neighborhood Association articulated a need to preserve a 'sense of place and culture' while looking forward to the future with well thought-out infill projects, meaningful historic preservation, local job growth and a pedestrian friendly neighborhood with easy access for pedestrians, bicyclists and automobiles. City Council, community and neighborhood leaders deem La Plaza Vieja Neighborhood as a prime location for appropriate redevelopment and higher density infill which is balanced with historic preservation of notable buildings and homes. Furthermore, they distinguished a need for multi-modal transportation choices, a variety of housing types and a balance of mixed land uses. In addition, agency review by the Arizona Department of Transportation (ADOT), Burlington Northern Santa Fe Railroad (BNSF), Northern Arizona University (NAU), and Coconino County provided dialogue and direction to potential partnerships and assistance to realize La Plaza Vieja Neighborhood's vision.

The goals of this plan could be achieved through rezoning and a coordinated effort of planning and capital improvements. Re-zoning to an Infill Traditional Neighborhood Development (TND) or similar mixed-use zoning will achieve the desired mixed-use, building heights, density and spur economic development. Essential to the effort is City planning and coordinated programs for: potentially funding capital improvement projects to replace and adequately size aging infrastructure that will support the new infill development; historic preservation guidance and incentives to preserve valued buildings and cultural assets; and economic development initiatives that retain existing local businesses as well as locate new businesses to La Plaza Vieja neighborhood. Notably, all these goals are supported by the Flagstaff Area Regional Land Use and Transportation Plan which promotes mixed-use compact development through neighborhood planning, infill development, targeted redevelopment, creating neighborhood centers and the provisions for home occupations.

Vision Statement

Historical La Plaza Vieja will be a safe neighborhood which respects and preserves the cultural dignity of the neighborhood.

*La Plaza Vieja enhances growth and development by: **maintaining the architectural language** of the existing buildings and environment; **preserving** a number of historical buildings; **infilling** vacant lots with appropriate buildings; **honoring** significant historical places, names and persons; **enhancing** the community's culture by promoting a diverse population, housing choices, and a community center for children and adults; **promoting local economic growth** that nurtures local businesses and employs neighborhood residents; and provides **safe and beautiful** streets for pedestrians, bicycles and cars within the neighborhood and connecting to adjacent neighborhoods.*

Introduction & Process

Flagstaff is a northern Arizona city of 65,000 people at an elevation of 7,000 feet. The climate, environment and architecture draw influences from the Colorado Plateau tradition with a history steeped in lumber, sheep and cattle. Indigenous settlers were attracted to the region and settled because of the abundant wildlife and availability of water. Later, La Plaza Vieja Neighborhood developed around a naturally occurring spring named 'Old Town Spring' which still runs today. The goal of this document is to produce a neighborhood plan which defines future urban patterns as defined by both the Regional Land Use and Transportation Plan and the community itself, expressed through maps, drawings, and policies.

La Plaza Vieja Neighborhood Plan is necessary for three main reasons:

- **LOCATION**—The proximity of the historic community to Flagstaff's downtown and the Northern Arizona University campus attracts residents and businesses seeking a central and walkable location;
- **CONNECTION**—La Plaza Vieja "...feels cutoff..." from the rest of Flagstaff due to the railroad tracks bisecting the neighborhood to the north, as well as the main arterials of Route 66 and Milton Road creating a psychological and physical barrier into and out of the neighborhood. Efforts to 'reconnect' La Plaza Vieja to the adjacent areas will inject new life and economic opportunities into the neighborhood; and
- **SENSE OF IDENTITY**—The residents and businesses expressed a desire to remain a 'neighborhood' in the true sense of the word—a friendly, culturally diverse place for all ages to work and enjoy life.

The planning process included a core planning team guiding multiple Visioning Sessions with La Plaza Vieja Neighborhood Association and stakeholders. The community visioning meetings identified challenges, opportunities, goals & projects to implement the plan. Cooperation between City departments and other agencies helped develop the feasibility studies and policies to implement the community's goals. Beginning March 2008, the visioning session process lasted approximately 18 months. (See Appendix 2)

The plan was adopted by Flagstaff City Council on _____; Resolution # _____

History

Written by Marie Gladue, Northern Arizona University

Thousands of years ago, the former Indigenous settlers of Northern Arizona were attracted to the climate, abundance of wildlife, and beauty of the landscape around the San Francisco Peaks. The Native American tribes sustained their livelihood by foraging for food, as well as hunting for bison, antelope, and camel that lived in the region. The Sinagua people, the descendents of those early Indigenous settlers, farmed and hunted, constructing “an elaborate system of irrigation, and adobe pueblos in the nooks and niches of protective cliffs such as Walnut Canyon.” Evidence their presences can be seen today in the area.

La Plaza Vieja, ‘Old Town’, in the city of Flagstaff is located in Northern Arizona near the southwestern edge of the Colorado Plateau, along the western side of the largest contiguous Ponderosa Pine forest in the continental United States. The history of La Plaza Vieja settlement begins with a mixture of events and people involving the westward expansion of the railroad, after the Mexican and Indian Wars.

American Expansion and Influence upon the Settlement of Old Town

- **1846** -End of the Mexican War and signing of The Treaty of Guadalupe Hidalgo, Mexico confers territories between Texas and California to the United States.
- **1848** -The U.S. Congress began to explore the new territories, sending out various parties to find resources, make maps and locate paths.
- **1849** -The discovery of gold in California adds fuel to the American expansion westward.
- **1853** - Army Lieutenant Amiel Weeks Whipple arrived in Flagstaff with survey crews in Antelope Spring.
- **1870s** -After the Apaches had been driven out to southeastern Arizona, more Europeans began settling the area.



Old Town Flagstaff– 1882. Cline Library Archives; Northern Arizona University



Atlantic & Pacific Railroad Depot: La Plaza Vieja – ‘Old Town’ – 1888. Cline Library Archives; Northern Arizona University

Early History of La Plaza Vieja Community Settlement

La Plaza Vieja neighborhood evolved around a water spring and wagon road that was once well-traveled by emigrants going to California. Between 1857 and 1860, these travelers began to settle in the area, for the beautiful landscape was also rich in resources of grasslands, water, timber, and game. Eventually, sheep and cattle ranchers drawn to the area established ranches. The first permanent settlement was built in 1876, when Thomas F. McMillan built a cabin at the base of what is now called Observatory Mesa (or Mars Hill). In 1880, the Atlantic and Pacific Railroad began to lay track westward from Albuquerque and a settlement began to take shape by a small spring on the slope of Mars Hill—the location of the current La Plaza Vieja Neighborhood. The small settlement underwent several name changes beginning with Antelope Spring, then Flagstaff and finally Old Town after the establishment of a new ‘town’ one half mile east.

In early 1881, for the advance parties of lumber workers who were coming to grade and cut ties in the abundant ponderosa forest, entrepreneurial merchants built businesses along the future railroad. By fall of 1881, Flagstaff boasted a population of 200 and swiftly became a wild railroad town filled with saloons, dance halls and gambling houses. With the arrival of the Atlantic and Pacific Railroad (now the Santa Fe) in August 1, 1882 Old Town consisted of ten buildings and became an established stop for water. Sheep ranchers used the railroad to transport wool; and cattle ranchers, drawn by the prospect of free or inexpensive land, could now affordably ship their beef to the eastern market.

In advance of completion of the railroad track and subsequent arrival of the train, businessmen such as E. E. Ayers constructed Flagstaff’s largest lumber mill and shipped lumber within days after the rails arrived. By winter 1882, Flagstaff was a firmly established town with a railroad, livestock and lumber industries as well as supporting service industries of merchants, cafes, hotels and saloons to serve the shepherders, cowboys, lumberjacks, and train travelers.

In 1883, the railroad moved their depot about a half-mile east of the Flagstaff settlement so their trains didn’t have to start up on the steep hillside. Local merchants followed the train depot, building a strip of shops, saloons and hotels along what became known as Front Street. In no time at all, Old Town was almost deserted and when a post office was established near the new train depot, it assumed the name of Flagstaff. As a result, Flagstaff became two settlements: the original site called “Old Town”, and the site near the new depot named “New Town”. Old Town had water, but New Town continued to grow with commerce and soon outgrew the older settlement. In 1884 a devastating fire burned down many of Old Town’s buildings and New Town became what is known today as Flagstaff, with City Hall built at the intersection of Route 66 and San Francisco Streets.

By the early 1890’s, Flagstaff’s population reached 1,500. In the early days water was provided from the Old Town spring and other small area springs but not enough supply to fight several large fires that took a hefty toll. A logical solution was to tap the springs in the San Francisco Peaks, but the cost and logistics were not feasible. In 1894, a petition was circulated among the citizens and on May 26, 1894, by action of the Coconino County Board of Supervisors, Flagstaff became an incorporated town. In 1891, Flagstaff became seat of the newly created Coconino County, and was incorporated in 1894. This allowed for the sale of municipal bonds to pay for the water project. Lumber quickly grew into the main industry, creating local wealthy entrepreneurs, notably lumber magnate Michael Riordan. Three brothers by the names of Michael, Tim, and Denis Riordan formed the Arizona Lumber and Timber Company. Though Denis would soon move on to California, Michael and Tim would remain in the community making essential contributions to Flagstaff’s development, including bringing electricity

and building nearby Lake Mary, a reservoir servicing the city. In the late 1800's, the lumber mills operating in Flagstaff were the Saginaw Mill, located at Holiday Inn's current location; the Southwest Mill, at its present location; the Babbitt Mill, a small mill operation on the site of the Town and Country Motel; as well as the Arizona Lumber and Timber Company, located on West Coconino Avenue. Old Town Spring Marker, 1940—Arizona Historical Society / NAU Cline Library Archives The lumber mills brought many workers to Flagstaff, including a sizeable Mexican population, who first settled in “La Chantes” or Shantytown, where the current Plaza Safeway shopping center stands. Mexican families then settled and built homes within the current La Plaza Vieja neighborhood. Many of the homes are still present today and belong to the same family many generations later. One of the most important characteristics of Flagstaff's historic development was the settlement of Old Town by a substantial number of Hispanic and African-American families. Today, Flagstaff' ethnic diversity and heritage is an important aspect of the historic social composition of the community as well as its physical development.



Old Town Spring Marker, 1940 –Cline Library Archives, Northern Arizona University



Arizona Lumber & Timber Co. – 1890. Cline Library Archives, Northern Arizona University

The settlement ‘Old Town’ on either side of the railroad tracks became a neighborhood of principally Hispanic families of New Mexico origin. A sizable population of Mexican immigrants was residing in Flagstaff by 1920, as well as a Basque colony—primarily brought to Flagstaff by the sheep trade.

The Hispanic population and its influence upon Flagstaff is well documented in the 1920 United States Census. Of the 784 families in Flagstaff, 245 families, or 30%, were Hispanic. With only two exceptions, all of the families resided in the Southside or Old Town areas of Flagstaff. Today, Old Town, or La Plaza Vieja, faces the challenges of an older housing stock, many without the owner-occupants to care for them, along with an aging infrastructure and rising land costs, which make infill and redevelopment challenging. The families that still own and live in their homes are active community members, desiring the close-knit ‘family’ and neighborhoods of the 20th century – one of community festivals, Mexican-American cultural gatherings, and interactive neighbors.

(See Appendix 4: History Bibliography)

SITE OPPORTUNITIES & CONSTRAINTS

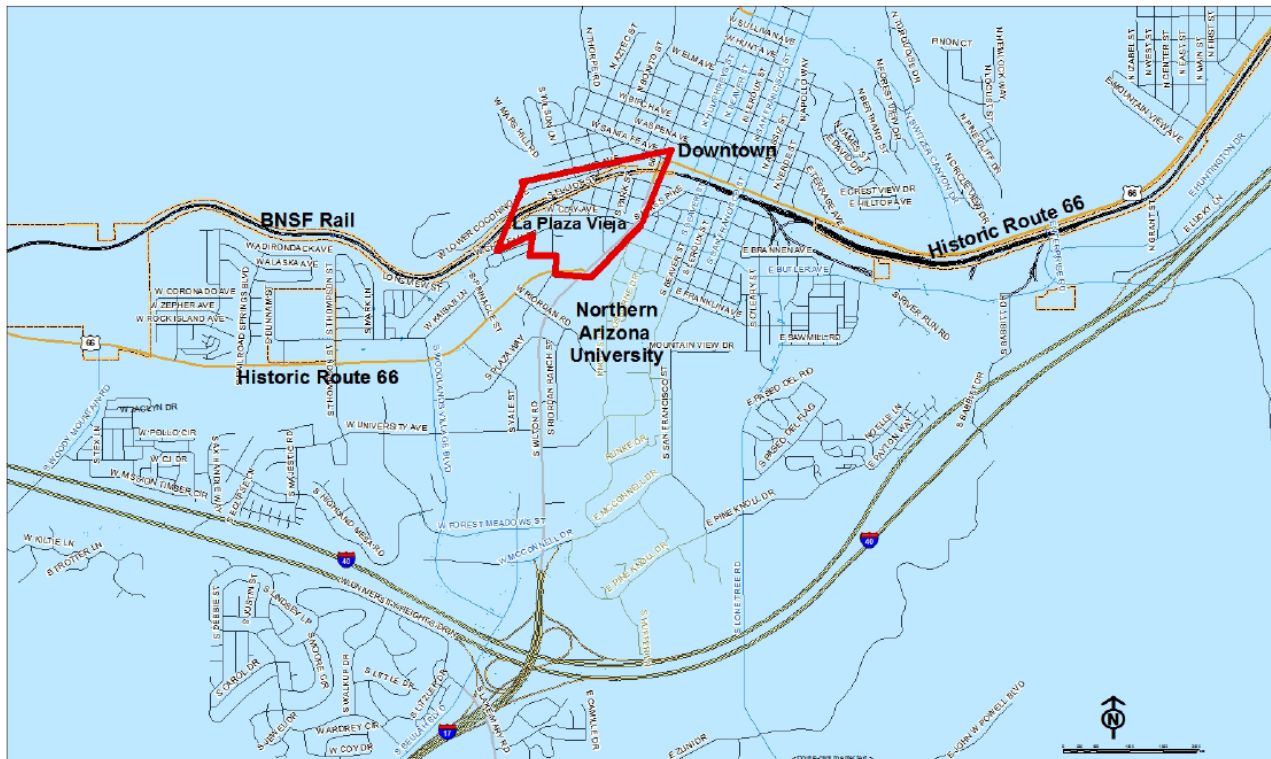
Neighborhood Boundaries

General Vicinity: La Plaza Vieja is located in central Flagstaff, west of historic downtown; northwest of Northern Arizona University; and bound by the original Route 66. The Burlington Northern Santa Fe (BNSF) Railway bisects the neighborhood. This area includes **108.7 Acres**.

In terms of public safety and service districts, La Plaza Vieja Neighborhood is part of:

Fire district – 7; Trash collection - Route 3, bulky trash zone 4; Police - North of tracks: beat 20; South of tracks: beat 11; and are part of the following school zones:

Schools –	Montessori:	Clay Avenue private school; pre-school & kindergarten
	Elementary:	North of tracks: Marshall; South of tracks: South Beaver
	Middle:	Flagstaff Middle School
	High:	Flagstaff High School



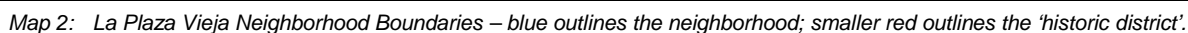
Map 1: Location of La Plaza Vieja Neighborhood within the city of Flagstaff



Photo 1: Photo looking west along Route 66 along south boundary of neighborhood

Neighborhood Boundaries

In the map below, the outer blue line indicates the neighborhood boundary as described above. The inner solid red dashed line indicates an 'historic district', as depicted in the 1993 study '*City of Flagstaff Southside / Old Town—Historic Building Survey*', through the State Historic Preservation Office (SHPO), whose office has since then considered this a non-eligible 'district' for lack of contributing structures. Yet within this area, there are many historic homes; however, significant remodeling or alterations of the structures and lack of maintenance have contributed to SHPO's ruling. The City of Flagstaff maintains a 'Landmark Overlay District' mechanism, in which structures aged 50 years and older may apply. The neighborhood could establish a local historic district, if it so wishes.



SITE OPPORTUNITIES & CONSTRAINTS

Demographics

2000 Census Population: **846**
 Total Households: **384**
 Number of Businesses: **26**
 Average Household Size: **2.19**
 Diversity Index: **73.2**
 Total Housing Units: **547**
 Single Family Units: **109**
 Apartment Units: **383**
 Mobile Homes: **55**
 Owner Occupied Housing Units: **75 (14%)**
 Renter Occupied Housing Units: **432 (79%)**
 Vacant Housing Units: **40 (7%)**
 Average Income: **\$ 24,011**
 Neighborhood Acres: **87**

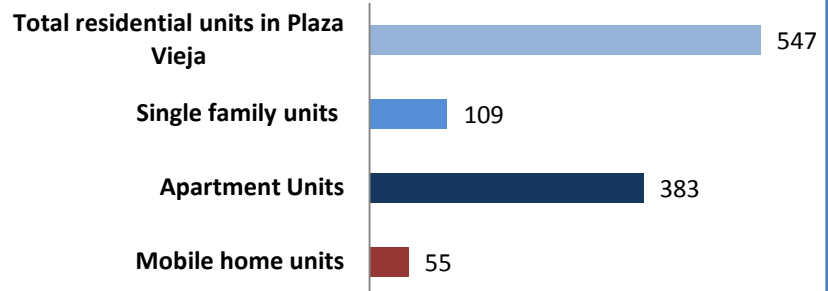


Photo 2: Typical single family home rental. A large majority of rentals are for the neighboring Northern Arizona University student population

La Plaza Vieja Neighborhood is a relatively small area consisting of **547 housing units**, which are characterized by a high renter occupied housing (79%) and low owner occupied ratio (14%). The low average income could be attributed to a combination of retired older generation residents

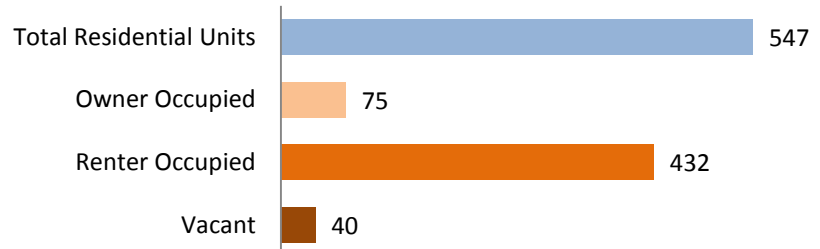
(most likely owner-occupied) and a high percentage of Northern Arizona University student. Census information also reports that a number of units do not have kitchen or bathroom facilities.

La Plaza Vieja Housing Units



Graph 1: Housing unit types in La Plaza Vieja Neighborhood

La Plaza Vieja Housing Occupation



Graph 2: Housing occupation in La Plaza Vieja Neighborhood

SITE OPPORTUNITIES & CONSTRAINTS

Demographics – Housing & People

The housing stock in La Plaza Vieja is older, with a number of homes built around 1900. Some of the historic homes have been cared for, and are in good condition. Many, though, are in great disrepair, yet still occupied by renters.

The infill apartment blocks date from the 1970's and 80's. The apartments house many university students. In the past few years, a number of recent infill projects have added density with compatible architecture.

The **diversity index of 73.2%** shows a great mix of ethnicity and is something for the neighborhood to celebrate and encourage. A diversity index is a statistic which measures the distribution of demographic groups within a certain population; in which a higher diversity index number indicates a great number of different ethnicity of people. The overall population is young with over **60% of the population under 30**, which could be attributed by Northern Arizona University students that rent in the neighborhood. [See graphs 3 & 4 page 13.](#)



Photo 3: 423 W. Tucson Ave. – circa 1920



Photo 4: Globe Street multi-family housing



Photo 6: Philippe Garcia – long time LPV resident



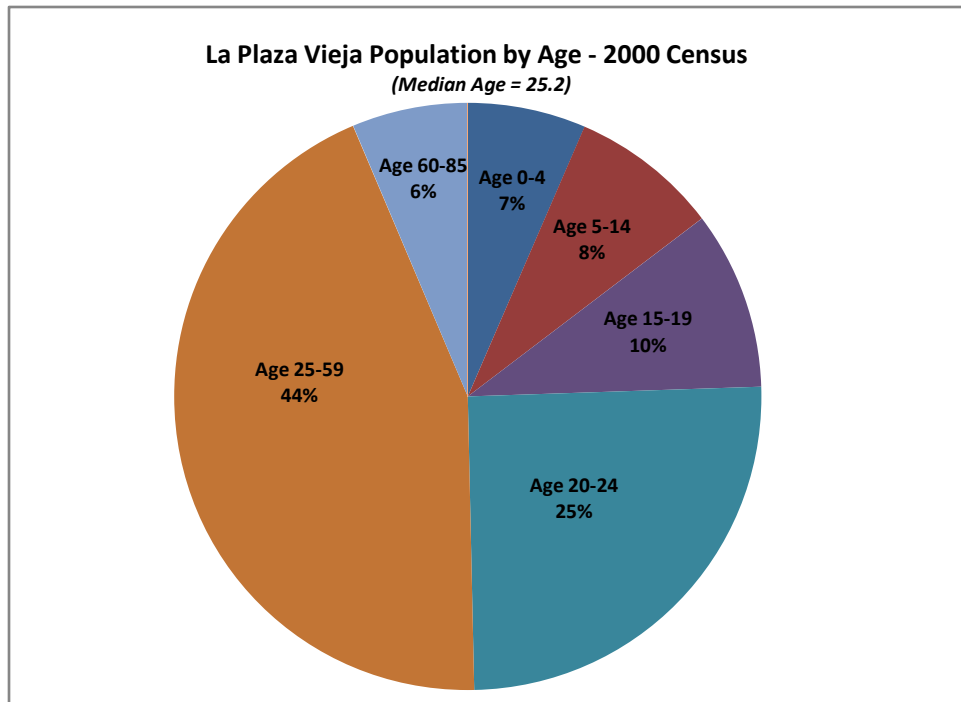
Photo 7: Kimberly Melchor – LPV resident and NAU student



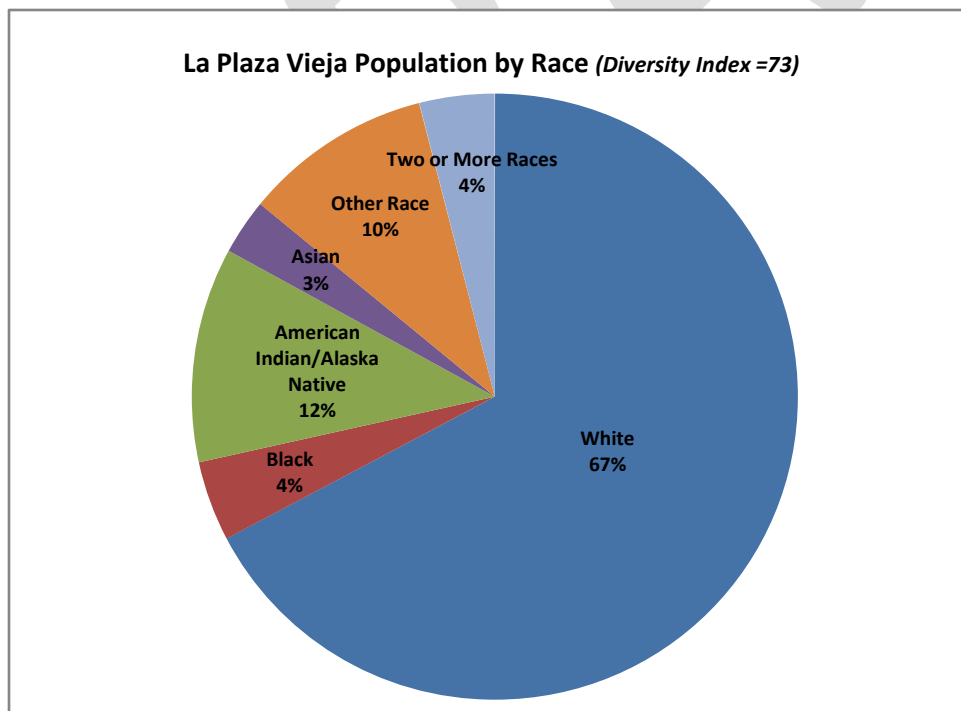
Photo 5: 2009 Quad-plex built on Tombstone Ave.

SITE OPPORTUNITIES & CONSTRAINTS

Demographics – Housing & People



Graph 3: Residents age of La Plaza Vieja Neighborhood – Census 2000



Graph 4: Ethnicity of La Plaza Vieja Neighborhood – Census 2000

SITE OPPORTUNITIES & CONSTRAINTS

Demographics - Business

According to the City of Flagstaff's sales tax records, there are fifty-two (52) businesses within Plaza Vieja; yet a walking tour reveals twenty-three (a spring 2010 count) businesses within the neighborhood, plus a number of rental agencies. A number of other businesses could very well be home-based businesses, or businesses that no longer exist. All of the businesses have employees, customers and various modes of vehicle needs, from large delivery trucks to motorcycles. Customer parking does not currently cause conflicts, although infrequent reports of ball-park traffic interferes with Clay Avenue businesses, and the distinction between Chateau Lane and the Blackbird Roost business parking is not clear.



Photo 8: Chateau Lane is also the parking lot for Blackbird Roost businesses.

A number of businesses have recently completed renovations. The existing diversity of uses defines the character of La Plaza Vieja as an established traditional mixed-use neighborhood.

Clay Avenue: Furniture Barn, Haven Montessori, Canyon Explorations Expeditions

Malapais Lane: Dept. of Economic Security, Greyhound Bus Station

Blackbird Roost: Frito-Lay Distribution; Aspen Landscape; Pro Clean; Eurogeek Motosports; Vintage Off-Road; Rick's Custom Cycles & Graphics; Luke's Automotive; Bagpipe guy.

Route 66: Floor Coverings International; Mike & Rhonda's Place; Golden Memories Antiques; Summit Divers; Parkside Family Inn; Safelite Auto Glass; Canyon Inn; Jack-in-the-Box; Dairy Queen; Barnes & Noble.

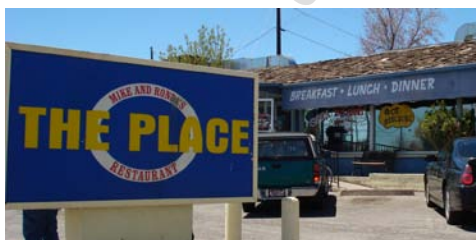


Photo 8 : Mike & Rhonda's: Milton Road



Photo 9: International Floor Covering: Milton Rd

SITE OPPORTUNITIES & CONSTRAINTS

Challenges & Opportunities



Photo 10: Burlington Northern Santa Fe Railroad bisects the neighborhood.

La Plaza Vieja Neighborhood faces many challenges and opportunities. The biggest **challenge** is how to reconnect the neighborhood by creating a safe, vibrant pedestrian and bicycle community. Initial steps to achieve this goal is to encourage property maintenance among the largely rental population and landlords; promote the right type of infill development which will require utility and infrastructure improvements; and improving the railroad tracks impacts and stormwater issues.



Photo 11: Infill housing along W. Tombstone Ave.



Photo 12: Urban landscape along Route 66 looking west towards Blackbird Roost

SITE OPPORTUNITIES & CONSTRAINTS

Challenges & Opportunities



Photo 13: Baseball diamond on Clay Avenue



Photo 14: Potential GATEWAY at Milton and Clay Avenues



Photo 15: Working on landscaping the GATEWAY at Milton & Clay

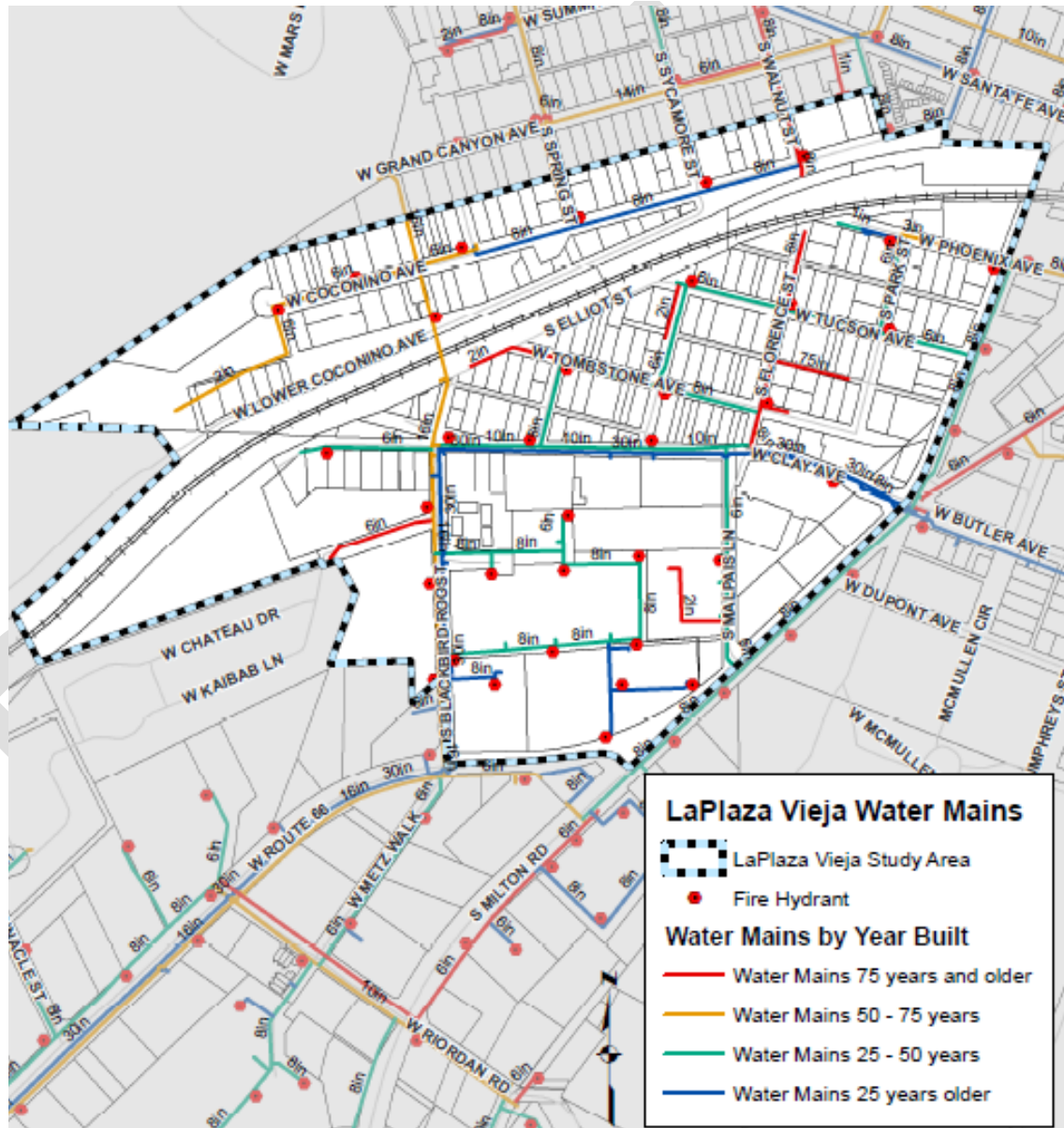
The biggest **opportunities** are: the neighborhood is ripe for infill and redevelopment due to La Plaza Vieja's close proximity to Northern Arizona University and historic Downtown, yet this future development must be sensitive to its context and neighborhood culture; to preserve historic buildings rich with 'Flagstaff' history and architecture; and build gateways that are inviting and welcoming to others into this historic neighborhood. The residents and businesses expressed a strong desire for a community center to enrich the neighborhood children, residents, adults and seniors with social, cultural, educational and recreational activities. Already in place is La Plaza Vieja Neighborhood Association, a 501c3 non-profit willing to lead and assist in development, research and organizational activities that support the goals of this plan, which reflect neighborhood aspirations.

See Appendix 1 for full list of Challenges & Opportunities as developed by Public Meeting #2.

SITE OPPORTUNITIES & CONSTRAINTS

Challenges & Opportunities

Infrastructure in the way of water supply, wastewater, stormwater, electric, gas and fiber optic cable will all need to be considered and improved upon to promote the appropriate infill and redevelopment. In many historic neighborhood redevelopment scenarios around the nation, this type of challenge becomes a public / private partnership. The map below indicates the age and size of Water mains.



Map 3: La Plaza Vieja Neighborhood Water Mains – City of Flagstaff GIS; 2010.

SITE OPPORTUNITIES & CONSTRAINTS

Zoning

The current zoning mix allows for a diverse neighborhood; yet the neighborhood cannot achieve what the community desires with existing zoning completely. This neighborhood will need an overlay district with a Form-Based Code to clearly define the form, density and character of the neighborhood.

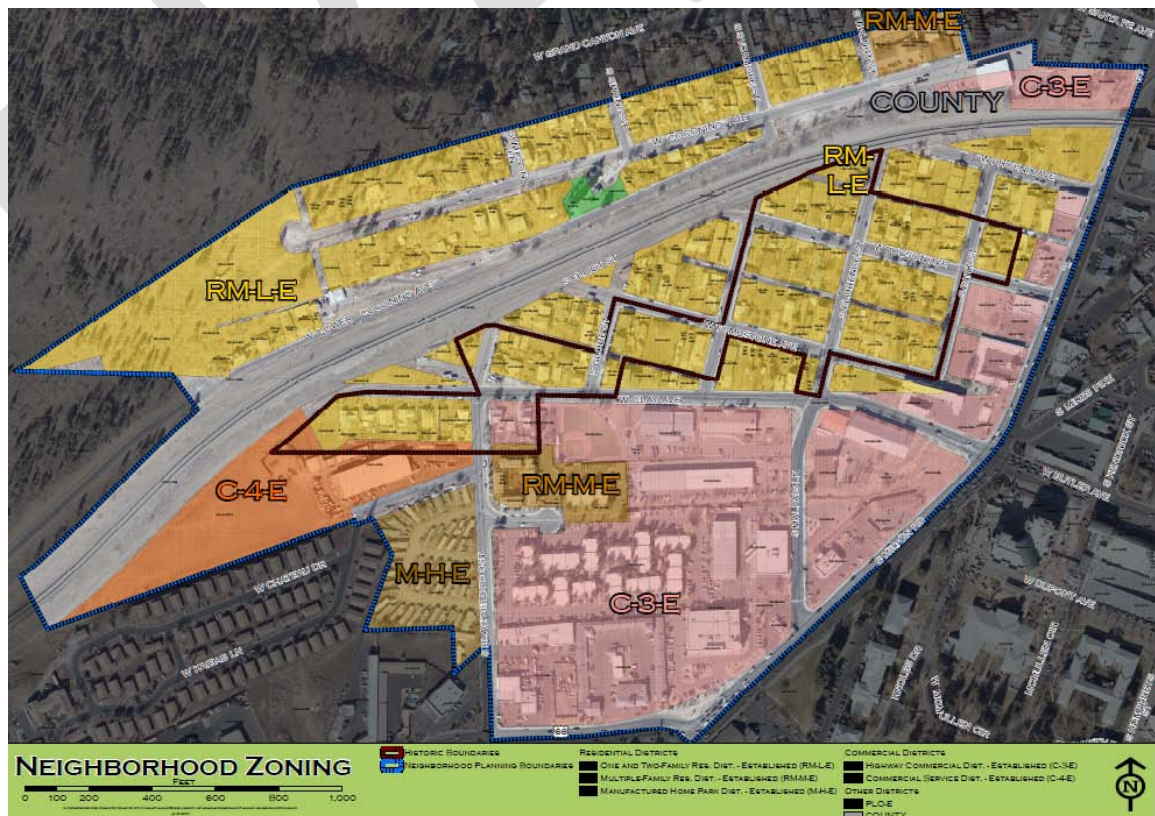
Zoning Goal—1) To obtain appropriate zone designation enabling mixed-use along Clay Avenue; south of Clay Avenue to Route 66 is legally able to build mixed-use with current zoning; and 2) to maintain primarily residential north of Clay Avenue with historic preservation and appropriate residential infill. The table below describes the potential allowable built square feet of structures.

Zoning Designation	Acreage	Maximum Build out Potential	Existing Built Square Feet
Commercial Service (C3E)	26.65	3,482,622* sqft	281,199 sq ft – including 268 apts.
Highway Commercial (C4E)	6.19	539,273* sqft	20,160 sqft
Manufactured Home Park (MHE)	3.09	57,878 sqft	20,493 sqft – 48 units
Multiple Family Residential (RMME)	2.79	48,613** sqft	40,389 sqft. – 20 units
One & Two Family Residential (RMLE)	32.25	491,684*** sqft	219,289 sqft. – 204 units
Rural Residential & County	13.35	This is the railroad right-of-way	

* Residential ABOVE commercial is not included in the gross square foot allowed – this zoning allows for residential to be built above up to 60' height. [IF 25% of commercial had one story of 1,100 sqft apartments = 914 apartments]

z** This sqft would allow for approximately 34 units at 1,400 sqft each in this zoning.

*** This sqft would allow for approximately 351 units at 1,400 sqft each in this zoning.



SITE OPPORTUNITIES & CONSTRAINTS

Land Use

Existing land uses include commercial, residential, institutional, transportation centers and parks. The existing diversity of uses defines the character of La Plaza Vieja as an established traditional mixed-use neighborhood, which leads to the organic feel of a 'neighborhood'.

Land Use Goal—encourages mix of uses along main corridors and promoting more local business growth and density along Clay Avenue, Malapais Lane and Blackbird Roost; while increasing diversity of housing choices. *The Flagstaff Area Land Use and Transportation Plan* supports this goal with policies which promote infill development, targeted redevelopment, quality design for community character, emphasizing mixed-uses, establish neighborhood commercial centers, provide for home occupations as well as preserve and enhance existing neighborhoods.

See Appendix 5 – Regional Plan Policies and Strategies



Map 5: La Plaza Vieja Land Use Classification as indicated in The Flagstaff Regional Land Use & Transportation Plan

Transportation

Transportation Goals:

- [illegible]

La Plaza Vieja
Neighborhood

SPHERE OF INFLUENCE

Part of La Plaza Vieja's appeal is the central location of the neighborhood relevant to Downtown, NAU and the Southside neighborhood; therefore, coordination and development should be evaluated for impacts. Sphere of Influence, or plans and changes with surrounding neighborhoods and outer agencies directly associated with the neighborhood have direct impacts upon La Plaza Vieja.

The following are a synopsis of these influences:

- **Southside** – The Southside 2005 Plan
- **Downtown** – Downtown Management Plan
- **NAU** – currently updating their master plan
- **West Route 66** – current developments, future visions, ADOT Route 66 Corridor Management Plan
- **Townsite Historic District** - Historic Overlay District
- **Burlington Northern Santa Fe Railway (BNSF)**—plans for a third rail; plans for underpass for pedestrians & bicycles at Florence;
- **Rio de Flag Flood Control Project**—Army Corp of Engineers project will pass right through the middle of the neighborhood. This provides an opportunity for adapting the new underground channels for better pedestrian passages through the neighborhood.



Map 7: Planning efforts contiguous to La Plaza Vieja Neighborhood

CONCEPTUAL PLAN

DRAFT

DRAFT

COMMUNITY CONSENSUS POINTS

Goals & Recommendations

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Safety	p. 32
Traffic	p. 34
Housing	p. 36
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Urban Design	p. 40
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Neighborhood

GOAL #1 Build upon 'Neighborhood'

The community as a whole has worked to define the character of future changes in the neighborhood with a collective voice by way of this plan, and will continue to strategize and support the following recommendations.



Photo 16: Neighborhood Association continues to grow and become more active in promoting these recommendations

Recommendation 1.1: Work Program

Create a work program for La Plaza Vieja Neighborhood Association to offer various resources directories ("How do I..."), information packages, neighborhood newsletter and community building activities. This work program could also partner with various community groups, such as the Small Business Development Center (SBDC) to market to appropriate businesses and development, as well as retain and grow local businesses.

Recommendation 1.2: Operation Funding

Obtain operation funding to continue staff time, office space, equipment & community activities as defined in 1.2 (work program); funding through grants, local corporate sponsorship or business partnership. Current staff is part-time and coordinates activities, meetings and promotes outreach into the community.

Recommendation 1.3: Centrally Located Community Center

Establish a Community Center with meeting space for education and social events; a community garden shed and garden; and resources for local children, seniors and business growth. Actively research development opportunities as a standalone project or a component to a broader redevelopment project. La Plaza Vieja Neighborhood Association could assist with efforts by establishing a business plans, exploring these options, and potential development partnerships.



Photo 17: Neighborhood center in San Jose, California, at the end of an apartment / townhouse block, incorporates youth, senior and adult activities, hosts classes, after school activities, job resources and community garden space.

Parks

GOAL #2 Enhance Parks Maintenance, Design and Connection

Three great municipal parks exist in the neighborhood, and the community identified tools to enhance the safety and user-friendliness of these parks. These tools were presented and discussed with the City's Parks & Recreation Commission in September 2009. These recommendations should also be included in the Parks, Recreation & Open Space Masterplan – which commences summer 2010.



Photo 19: Old Town Springs Park



Photo 20: Clay Avenue Ball Park



Photo 21: Plaza Vieja Park

Recommendation 2.1: Old Town Springs Park

- The original Old Town Spring needs historical recognition.
- Design & install a more pedestrian friendly entrance from West Coconino Avenue.
- Add solar-powered dark-sky compliant lights inside the Ramada, powered by a motion detector.
- Replace the over-grown vegetation with slope tolerant northern Arizona deciduous trees and perennials.
- Plant shade trees on the south perimeter of the play area.
- The east side of the park, next to the old town spring, needs to be user friendly.
- Add on-street parking, bicycle racks and street lights to ensure pedestrian safety and access.

Recommendation 2.2: Clay Avenue Ball Park

- Redesign Parking to be more efficient
- Allow pedestrian access from south
- Shared parking with apartments to the south?
- Install WC facilities (not a port potty)
- Plant shade trees for playground area
- Install dark-sky friendly lighting for evening games

Recommendation 2.3: Plaza Vieja Park

- This passive park is located in the community core, and the trees, historical marker and flag pole provide a view point and gathering space. Suggestions for betterment are:
- Redesign walkways and amenities to provide a shady area, possibly a ramada or gazebo, for eating and relaxing.
- Replace some of the blue rug junipers with Northern Arizona perennials.
- This is an ideal location for public art in which the neighborhood is allowed to participate in the selection process.
- Architecturally sensitive fencing around so that children can come to the park.

Neighborhood Safety

GOAL #3 Build upon Neighborhood Safety

A safe neighborhood is the most desirable characteristic sought by residents and businesses. To increase the perception of and actual safety of the neighborhood, the following tools are deemed necessary.



Recommendation 3.1: Street Captains

Continue to build upon the Block Watch program successes by setting a goal of **one street captain for every street**, which can become the “phone-tree”, allowing a quick verbal connection to remind people of meetings, to discuss a situation or celebrate a moment.

Recommendation 3.2: Pedestrian Friendly

A pedestrian friendly environment encourages walking and biking, creates an attractive streetscape, and produces positive street activity to create a safe atmosphere that discourages crime.

The Design Requirements of **front porches and front entrances** that face the street—by code, incentives or community pressure, increases the ‘eyes on the street’ ratio, and encourages pedestrian activity on the street.



Photo 22: Front porches increase the eyes on the eyes on the street and pedestrian activity.

Recommendation 3.3: Streetscapes

Work with the City of Flagstaff to **enhance streetscapes, lighting (dark-sky friendly) and signage** through City economic redevelopment or private property improvements.

Streetscape improvements include, but are not limited to:

Curb, gutter, sidewalk repair or installations, crosswalks, street lights, street trees, planting strips and street furniture.

Consider ‘Green Infrastructure’ - see 8.5

Clay Avenue—2040 LF

Malapais Lane—724 LF

Blackbird Roost—1335 LF

Park Street—718 LF

Florence Street—795 LF

Tucson Avenue—1058 LF

Globe Avenue—423 LF

Kingman Street—610 LF

** Note: Lineal Foot (LF)*



Photo 23: Front entrances to businesses promote street activity, light and interest.



Photo 24: Clay Avenue looking west.

Rendering below of potential streetscape improvements to Clay Avenue.



Pedestrian Safety

GOAL #4 Increase Pedestrian Safeties

Producing a safe environment for pedestrians and bicyclists is a community's priority. The following recommendations come from numerous community members, as well as a Walkability Audit, conducted October 2008. [See Appendix 6.](#)



Photo 25: crossing Route 66 at Blackbird Roost during the Walkability Audit



Photo 26: an example of a median refuge for pedestrian crossing, one potential resolution for Rt 66 at Blackbird



Photo 27: an under grade bicycle passage in Luxemburg

Recommendation 4.1: Pedestrian crossing at Route 66 and Blackbird Roost.

Route 66 is an Arizona Department of Transportation (ADOT) roadway, and designed for high traffic at high speed, thus crossing poses a personal risk. Many La Plaza Vieja residents cross at this location to access shopping and Northern Arizona University campus.

Recommendation 4.2: Railroad underground pedestrian passage at Florence.

The planning for this passage is underway with the Flagstaff Urban Trail System (FUTS) Masterplan, and grant money has been secured to match local and federal money. Burlington Northern Santa Fe Railway has indicated that the passage will be built when the Rio de Flag flood control project is going under the railroad tracks ¼ mile east of the Florence Street location.

Recommendation 4.3: At-grade BNSF crossing at Globe

Many people illegally cross at this location daily, and making the crossing safe would benefit all involved. BNSF has indicated it would not pursue this type of crossing. The neighborhood has indicated it would prefer to leave this goal, as the illegal crossing will mostly remain a permanent fixture, and to make it a safer crossing would be in the best interest of all involved.

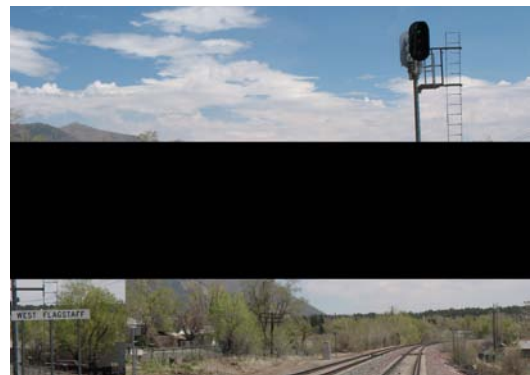


Photo 28: BNSF looking west at Globe, where people cross every day (illegally).

Pedestrian Safety

Recommendation 4.4: Milton Road under-crossing

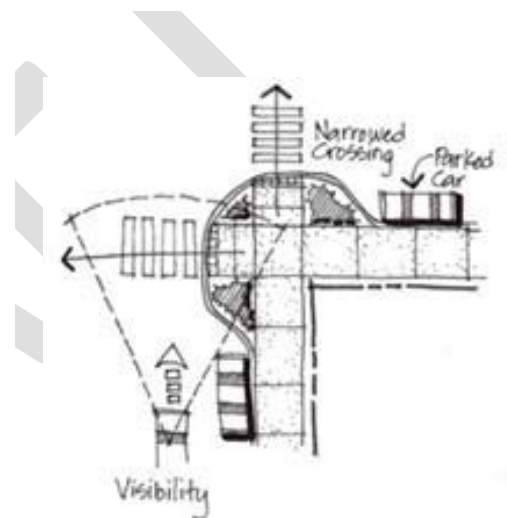
An **under-grade crossing of Milton for pedestrians and bicyclists** at or near Malapais Lane would be a direct access from the Northern Arizona University campus into and out of the neighborhood.



Photo 29: Example of a pedestrian underpass; under Camelback Road in Phoenix, Arizona. Light, safe and open is necessary.

Recommendation 4.5: Crosswalk at Milton and Clay

Four-way crosswalk at Milton Road & Clay Avenue, is needed for pedestrian access between the Southside Community and Plaza Vieja. This type of access would also support a more dense mixed-use type of development along Clay Avenue as suggested by the neighborhood. ADOT has indicated that a four-way crosswalk is not conforming with current ADOT left turn lane policy.

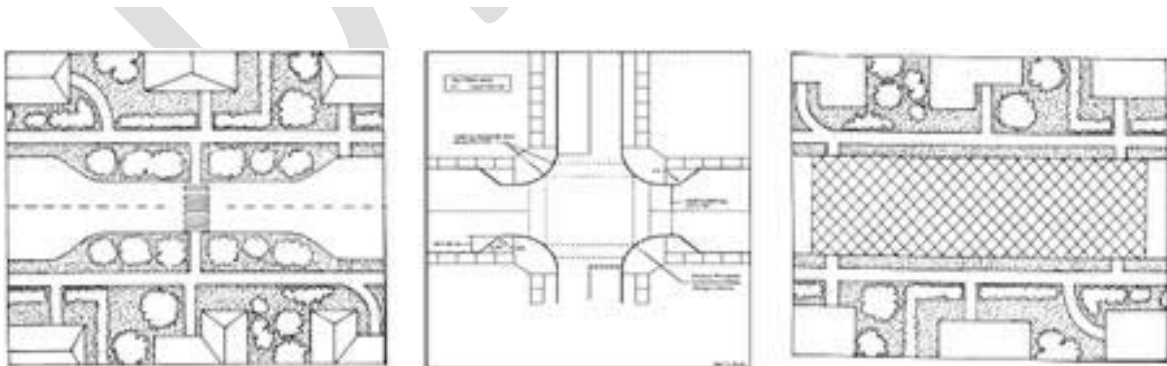


Drawing of a 'curb extension' example.

Recommendation 4.6: Traffic Calming

Traffic calming on Phoenix and Clay Avenues, such as curb extensions, street trees, center island narrowing or pavement texture, as well as a sidewalk maintenance program is needed to improve pedestrian and bicyclists safety.

To be coordinated with Streetscape Improvements, 3.3.



Examples of traffic calming devices for the street.

Housing

GOAL #5 Create Housing Milestones & Standards

A neighborhood with diversity of housing choices, well-kept properties and well-preserved historic buildings provides a vibrant and safe environment. This, in turn, promotes a sense of pride with all those who reside, work and play there.



Photo 30: Example of single family residential in Plaza Vieja



Photo 31: Example of row houses from Alexandria, Virginia



Photo 32: Example of a historic home restored in New Hampshire. Before (left) and after (right)



Recommendation 5.1: Home Ownership Increase

Establish a **housing goal of 40% ownership, 60% rental occupancy**. La Plaza Vieja currently maintains 10% ownership and 90% rental properties. This ratio presents a challenge in promoting a strong sense of community. Using many available tools through the City of Flagstaff and the non-profits, such as Bothands and Habitat for Humanity, the ratio of both residential and business owner occupied can change.

Recommendation 5.2: Density

Promote medium-density housing with an emphasis on residential, work-force housing; single-family, duplexes and triplexes. North of Clay Avenue wishes to remain 'historic' with infill being up to two stories; south of Clay Avenue is appropriate for 3 stories or more.

Recommendation 5.3: Historic Preservation

Increase **Historic Preservation opportunities**. Property owners may tap into rehabilitation and historic preservation incentives to assist in preservation efforts. Groups of historic property owners may want to work together in submit an application for a preservation grant to the State Historic Preservation Office (SHPO) through the local Historic Preservation Officer at the City of Flagstaff. There is also rehabilitation funding available with the tools noted on page 42.

www.flagstaff.az.gov/housing

Housing

Recommendation 5.4: Mobile Home Redevelopment

Work with the property owner to develop a plan for mobile-park betterments. Tier one – to install a sidewalk and street trees along Blackbird Roost. Tier two- replace uninhabitable structures with habitable ones; install play area for children. Tier three – complete redevelopment plan, but ONLY with residential relocation plan.

Recommendation 5.5: Property Maintenance Ordinance

The City of Flagstaff will work to establish an abandoned property policy and absentee landlord policy, as allowed by Arizona State Statutes. These may be more applicable as a Property Maintenance Ordinance.

Recommendation 5.6: Senior Housing Assistance

Create and promote an Senior Housing Assistance Program, by way of education, assisting with tax programs, rehabilitation assistance programs and other programs offered by existing non-profits.

City of Flagstaff Housing Tools:

Homebuyer Education
Down Payment and Closing Cost Assistance
Community Land Trust Program and Permanent Affordability Projects
Owner Occupied Housing Rehabilitation Program
Owner Occupied Emergency Repair
Housing Stabilization
Homeless Provider Support
Homelessness Planning
CDBG Grant Administration

EDUCATION:

The Fair Housing Act
Landlord / Tenant information
Foreclosure Prevention
Community Housing Trends
Employer Assisted Housing



Photo 33: Arrowhead Village – affordable housing in Flagstaff makes 'redevelopment' a sensitive subject.



Photo 34: Many of the homes are rented out, yet the property needs significant work.



There are many community partners all working to make housing more attainable to Flagstaff's working population.



Architecture

GOAL #6 Preserve, Redevelop and Infill with Appropriate Architecture

Respecting the style and context of the existing neighborhood, use form-based code, or overlay the whole neighborhood with Traditional Neighborhood District (TND) zoning to encourage the type of development the neighborhood wants.



Photo 35: Vacant lot on the corner of Tucson and Park Street.
Below: a rendering of potential residential infill.



Rendering of existing commercial building on Clay Avenue (above)
with potential remodeling (below).



Recommendation 6.1: Infill Incentives

Create an **infill incentive district**, in which policies outreach and education is geared to encourage the right type of architecture, infrastructure and landscaping. Infill Incentives, as allowed by Arizona Law, could be upgrading sewer and water mains in anticipation of greater built densities of whole blocks; amortizing water and sewer taps;

Recommendation 6.2: Historic District

Create **local historic district** and create incentives to preserve older homes and buildings. See Phoenix's 'Adaptive Reuse Incentives'.

Recommendation 6.3: Overlay District

Develop an **Overlay District** for Plaza Vieja with under a Form Based to designate the 'core' higher density corridor and node (community center), medium density mixed-use infill, and lower-density historic preservation housing district.

Recommendation 6.4: Remodeling

Create **incentives for appropriate remodeling**, especially with older commercial buildings.

Some examples of incentives are:

- A business forum could offer an annual design award for a commercial remodel.
- Regular 'Studio' open to community members who want free architectural consulting on what to do with the front of their home or building, possibly held 2-4 times per year.

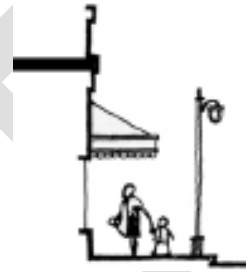
Architectural Guidelines

La Plaza Vieja Neighborhood has requested minimal, but crucial, Architectural Guidelines. These Neighborhood Design Guidelines are compliant and complimentary to Flagstaff's *Land Development Code*, Chapter 10-16: Design Review Guidelines; yet the neighborhood goal is for these guidelines to be applicable to both commercial and residential projects. It is anticipated that every new or remodeled project is also compliant with Flagstaff's *Land Development Code*, Chapter 10-16: Design Review Guidelines.

Arch. Guideline 1: Front Porch or Front Entrance

Every building, residential or commercial, that is built new or remodels will include a **front porch or front entrance**, in which the street is addressed. This guideline provides the public realm, the street, with more pedestrian activity, thus more 'eyes in the neighborhood', as well as an old-fashioned neighborhood feel.

See LDC 10-16-007-0001. *Building Design Guidelines: B. Primary Building Entrance; and C. Street Level Interest*



Commercial projects should address the street.



Ph 36: Recent infill residential project on Clay Ave. included a front porch.

Arch. Guideline 2: Appropriate Materials

The building materials will reflect and respect the history of La Plaza Vieja, that of the railroad sawmills, and of the Hispanic culture.

See LDC 10-16-007-0001. *Building Design Guidelines: F. Building Materials.*



Commercial projects should address the street.

Arch. Guideline 3: Landscaping Requirements

Residential projects will require similar landscaping requirements as commercial. Recent (2009/2010) residential infill projects built all concrete in the front without any landscaping, and the neighborhood feels this is not acceptable.

See LDC 10-16-006-0001. *Site Design Guidelines: M. Landscaping.*



Ph 38: Neighborhood front drive with pavers and landscaping.

Urban Design

GOAL #7 Integrate Appropriate Urban Design

Urban Design is the overall aesthetic of the public realms, encompassing streets, street landscaping and furniture, urban trees and public art. Enhancing and adding more FUTS (Flagstaff Urban Trail System) trails will connect the neighborhood with itself and the surrounding areas.

See LDC 10-16-005-0001. Neighborhood Design Guidelines: Open Spaces, Auto Connections, Pedestrian and Bicycle Connections, Public Transit Connection, and Street Character.



Photo 39: FUTS Trail in Townsite, just north of the tracks.



Photo 40: One of Flagstaff's favorite streets in Townsite Neighborhood, just north of La Plaza Vieja.



Photo 41: Public art within a gathering space on the campus of Northern Arizona University. Artist: Jason Lanecan, 1997

Recommendation 7.1: FUTS Trails

Enhance existing and future FUTS trails by:

- FUTS Underpass at Florence needs to be a well-designed and beautiful bridge.
- Adapt Rio de Flag flood control project into landscaped FUTS trail through neighborhood.
- Create FUTS trail landscape buffer along railroad tracks.

Recommendation 7.2: Streetscape Design

Annual review of streetscape projects within the Capital Improvement Program, ADOT Transportation Enhancement (TE) Grant, Safe to School Grants (crosswalks, sidewalks); and BBB Beautification funds for street trees, may allow budgeting to **Enhance streetscape design particularly along Clay Avenue, Blackbird Roost, and Malapais Lane.**

Recommendation 7.3: Landscaping

Encourage private and public property landscape improvements with drought tolerant Northern Arizona trees and shrubs. The community members may be able to partner with local nurseries to work on annual end of year tree/plant donations & volunteer planting in conjunction with Neighborhood Beautification Days (see recommendation 7.2)

Recommendation 7.4: Increase public art opportunities

Potential redevelopment project may present an opportunity for open artist's studio space and community art classes —working with Coconino Community College and Flagstaff Artists Coalition. Every Urban Design and Gateway project should incorporate public art. *See recommendations 1.3 and 1.4*

Sustainability

GOAL #8 Encourage Sustainable Projects

La Plaza Vieja has the potential and size capacity to implement the Flagstaff Regional Plan vision of “compact development” that “preserves our region’s natural environment, livability and sense of community”. The following recommendations would encourage this and act as a sustainable model for Flagstaff.

Recommendation 8.1: Compact Development

Promote a **compact, walkable neighborhood** in all aspects of infill and redevelopment. This would be obtained through a Form Based Code for the neighborhood.

Recommendation 8.2: Sustainable Building Practices

Incorporate **sustainable building practices** into all new build and remodeling, such as passive solar gain, photovoltaic panels, stormwater collection, grey-water plumbing, insulation standards, Energy Star ratings, etc. See *International Energy Conservation Code (IECC) 2006*: http://reca-codes.org/pages/current_code.html

Recommendation 8.3: Outreach & Education

Continue providing **community education** on grants, rebates, updated building codes and other programs through the City’s Sustainability Program. Reaching out to property owners and new owners before infill or remodeling has occurred is the challenge as well as the key to promoting this.

See www.flagstaff.az.gov/sustainability as well as Coconino County Sustainable Building Program: <http://www.coconino.az.gov/comdev.aspx?id=148>

Recommendation 8.4: Glass Recycling

Install **glass recycling** center at future community center.

Recommendation 8.5: Community Gardens

Establish **community gardens** with irrigation and composting—possibly incorporate into future community center space. Explore options of diverting and storing stormwater to use as irrigation for community gardens in correlation to the Clay Avenue Wash flood control project (Rio de Flag – Army Corp of Engineers).

Recommendation 8.6:

Design future sidewalks, streets and allies as ‘Green Infrastructure’. See <http://www.greeninfrastructure.net/resources>



Photo 42: Example of community gardening



Photo 43: Example of rainwater harvesting – essential element in Northern Arizona sustainable living.



Photo 44: Example of rainwater harvesting – from the street into side landscaping.

Clean & Green

GOAL #9 Boost Environmental Services with Local Projects

La Plaza Vieja neighborhood currently hosts a 'Neighborhood Clean-up Day' twice per year, which is in collaboration with the City's Environmental Services. This cooperation of a Saturday clean-up has helped the neighborhood's cleanliness greatly, and the neighborhood would like to take this to the next level with the following recommendations:



Photo 45: A Plaza Vieja home with roses.

Recommendation 9.1: Neighborhood Clean-Up

Continue the neighborhood clean-up 2x year; in which free trash bags and gloves are distributed to participants. A dumpster, recycling collection and hazardous waste collection is made available for day of clean up, which is usually a Saturday.

Recommendation 9.2: Beautification Days

Establish 'Beautification Days' following the neighborhood cleanup days. Focus on one block at a time—plant trees, flowers, trim shrubs, help neighbors fix and paint their porches, driveways and sidewalks. Showcase neighborhood pride—award prizes for 'best landscaping', 'best front porch' or similar.



Photo 46: Mrs. Lupe with her garden and yard.

Recommendation 9.3: Bulk-pick-up

Advertise bulk pick-up days to neighborhood residents to encourage the disposal of large items and yard waste. Also, monthly apartment bulk pick-up days need to be established and advertised to the apartment residents, especially at the end of University semesters.

Economic Development

GOAL #10 Encourage Economic Development

Respecting and encouraging the many and varied businesses already located in La Plaza Vieja would help maintain and grow jobs. Helping businesses understand how to co-exist respectfully with residents can prove to be challenging but rewarding. As denser mixed-use development becomes a reality, incorporating community sensitive new commercial development within these projects would help maintain La Plaza Vieja's 'flavor'.

Recommendation 10.1: Commercial Corridors

Plan for and design **Milton Road, Clay Avenue, Malapais and Blackbird Roost as the commercial corridors** in the neighborhood. Designate:

- Mixed-use density to include commercial, office and residential
- Zone and allow for live/work units; Streetscape with emphasis on pedestrian activities
- Public spaces including landscaping, public art and dark-sky friendly lighting
- Parking
- Circulation access into and out of the neighborhood

See Drawing _____

Recommendation 10.2: Small Business Outreach

Local businesses are the lifeblood of the neighborhood. If **small business education and services** are available through the neighborhood community center and other economic development entities, it would only benefit the community as a whole. Community Economic Development partners include:

- Coconino Community College - Small Business Development Center
- City of Flagstaff Economic Vitality Team: Enterprise Zone tax credits (non-retail businesses only); workforce education; growth and success of existing businesses.
- City of Flagstaff Design & Redevelopment: architectural examples of how to address building improvements, public space and street engagement; utilize Historic Preservation Façade and Signage Grant, when applicable.
- Chamber of Commerce for existing programs.
- NAU Business School—engage class project to conduct a 'market analysis' to better understand which commercial endeavors are most appropriate for this area.



Photo 47: A single story building faces Milton Road on Tucson Avenue with a dirt parking lot in the back.

Below: a rendering showing an infill redevelopment project. The businesses still face Milton Road, and a parking garage is along Tucson Ave.



Below: a rendering of Clay Avenue potential, looking east with the historic school building to the right.



Implementation

SHORT-TERM GOALS: 2010 / 2011 / 2012 (1-3 yrs)

Recommendation	Responsible + potential partner	Potential Scope	Potential Cost	Potential Funding
1.1—Neighborhood Program	LPVNA	Spreadsheet “to-do” list with Volunteer time priorities		
1.2—Operation Funding	LPVNA	Fund staff, equipment & activities	\$1,200 monthly \$14,400 annually	
1.3—Gateways	LPVNA + City Beautification	Design & develop	Gateway 1—\$25,000 Gateway 2—\$8,000	BBB
1.6—Logo & Website	LPVNA with NAU	Design & develop -Paper/business cards - Website hosting	Printing—\$500 Website—\$70 per year	
1.7—Development Review	LPVNA with City Planning & Zoning	Community input on future development	Staff & developer time; community volunteers	
3.1—Street Captains	LPVNA	Community volunteers	\$ 0	
5.5—PMO	COF	Staff Time & Resources		
5.6—Senior Housing Program	LPVNA	Community volunteers		
6.3—Overlay District – Form Base Code	COF	Staff Time & Resources		
7.1—FUTS Underpass at Florence	COF FMPO	Design, Development and build	\$	
7.3—Private landscape improvements	LPVNA	Community volunteers partner with	\$ 0	

MID-TERM GOALS: 2012—2016 (3-5 yrs)

Recommendation	Responsible	Potential Scope	Potential Cost	Potential Funding
2.1 —Old Town Spring Park	City Parks Dept	Light, entrance, plantings	\$10,000-30,000	
2.2 —Clay Avenue Ball Park	City Parks Dept	Parking, access, toilets, lights, trees	\$20,000-40,000	
2.3 —Plaza Vieja Park	City Parks Dept	Walkways, ramada, plantings, fence	\$10,000-40,000	
3.2 —Code for Front Porches & Front Entrances	City Planning & Zoning	Zoning Code update	Public process & City Council adoption	
3.3 —Streetscapes	City Redevelopment & Streets	Curb, gutter, sidewalk repair, crosswalks, street lights, street trees, planting strips and street furniture. Consider 'Green Infrastructure' - see 8.5	\$ 1,500 per lineal foot (LF)Clay —2040 LF (\$ 3.1M)Malpais —724 LF (1.1M)Blackbird —1335 LF (2.0M)Park —718 LF (1.1M)Florence—795 LF (1.2M)Tucson —1058 LF (1.6M)Globe —423 LF (635K)Kingman —610 LF (915K) Total: 11.7 M	ADOT TE Grants HURF Safe to School
4.1 —CROSSWALK ON Rt. 66 at Blackbird Roost	ADOT, FMPO and City Streets	ADOT Study; FMPO review; City design & construction	\$300,000	ADOT TE HURF;
4.2 —Walnut/Florence FUTS UNDERPASS	BNSF, City FUTS	BNSF Approval; FUTS design & construction	\$600,000	
6.1 —Infill Incentive District	COF	City Ordinance & Program	\$x	
6.2 —Local Historic District	LPVN historic property owners	Apply individual buildings for LHOD	\$	
6.4 —Incentives for appropriate remodeling	LPVNA COF Design Chamber of Commerce	Open Design Studio (free architectural advise); resource list for free and less expensive materials	\$	
7.1 —Rio de Flag flood contrl project as part of community – landscaped FUTS or street	COF Army Corp of Engineers	Federal approval; design and build.	\$	

LONG-TERM GOALS: 2016 -2020 (6-10 yrs)

Recommendation	Responsible	Potential Scope	Potential Cost	Potential Funding
1.3—Community Center	LPVNA + Community partners	Stand Along project Part of redevelopment project	\$400K-2M + O&M	
4.3—BNSF at-grade crossing at Globe Street	BNSF; City Community Development	BNSF approval; City design & construction		
4.4—Milton Road Underpass	COF ADOT NAU	ADOT Approval; budget for design and built		
4.5—Milton & Clay four-way crosswalk	COF ADOT	ADOT Approval; budget for design and built		
5.1—Increase home ownership	LPVNA Community Partners for homeownership	PMO will help put more rentals into the ownership market; outreach for homeownership tools; development of affordable housing (incentives with infrastructure and other programs).		
5.2—Median density housing	COF Market	Form Base Code to address built form; encourage density with all infill and redevelopment projects (COF)		
5.3—Historic Preservation	COF LPVNA	Clearly identify historic homes for potential LHOD applicants; façade & signage program for applicable buildings		
5.4—Arrowhead Village redevelopment	COF Private owner / developer	Redevelopment plan; work in conjunction with Rio project.		
7.1—FUTS Trail south side of BNSF tracks.	COF FMPO BNSF	BNSF Approval; FMPO FUTS Masterplan		
7.2—Streetscape	COF ADOT	Design & rebuild one street at a time in conjunction with redevelopment projects and infill incentives.		
7.4—Public Art	COF	ADOT Approval; budget for design and built		

Funding Sources

Federal Government Resources

F1. America the Beautiful Fund

To assist and encourage realistic grassroots efforts to improve community life, rescue and revive American cultural and historical sites with beauty. **Amount:** Variable. **Requirements:** Local projects to protect enhance or restore a community asset.

Source: <http://www.america-the-beautiful.org/>

F2. America the Beautiful Fund Operation Green Plant

Seed packets given to volunteer efforts to grow food for the needy, elderly, handicapped and confined; for charitable plant sales; to beautify neighborhoods; and to start new educational programs. **Amount:** 100 to 1000 seed packets **Source:** http://www.america-the-beautiful.org/free_seeds/index.php

F3. Arizona Urban & Community Forestry Challenge Grant Program

To stimulate the development of necessary and effective urban and community forestry projects, with the use of volunteerism to enhance the urban forest in your community. For more info:

<http://ag.arizona.edu/maricopa/garden/html/funding/chalgrnt.htm> **Amount:** \$1,000 - \$15,000 w/ 50/50 match. **Requirements:** Available to eligible Arizona communities, non-profit corporations, and other groups on a competitive basis.

Source: <http://aztrees.org/pdf/CCGrants.pdf>

F4. Department of Housing & Urban Development (HUD): Community Development Block Grants

(CDBG) Provides partial funding for public infrastructure to support business expansion, and revitalization projects, low-income housing, physical infrastructure, low-income jobs, and reduction of blight. **Amount:** Variable, up to \$500,000 **Requirements:** Grants to cities; apply through Flagstaff **Source:** [website here](#)

F5. Economic Development Administration (EDA) Program for Economic Development Districts, Indian Tribes and Redevelopment Areas - Grants support the formulation and implementation of economic development programs designed to create or retain full-time permanent jobs and income for the unemployed and underemployed in areas of economic distress. **Amount:** Contact source. **Requirements:** Eligible applicants are Economic Development Districts, Redevelopment Areas, Indian Tribes, and organizations representing Redevelopment Areas or multiple Indian Tribes.

Source: [website here](#) Economic Development Administration 888-693-1370

F6. Economic Development Assistance (EDA) Program for New Markets and Livable Communities -

Support projects that are designed to alleviate conditions of substantial and persistent unemployment and underemployment in economically-distressed areas EDA will concentrate its funding on projects that address its New Markets and Livable Communities initiatives, as well as the general priorities of the Commerce Department. This includes projects that:

- Build and rehabilitate public works infrastructure and economic development facilities that contribute to long-term growth and provide stable, diverse, local economies in distressed communities;
- Build local capacity such as small business incubators and community financial intermediaries, and projects benefiting minorities, businesses owned by women, and people with disabilities;
- Attract private investment in economically distressed inner-city areas, small and medium-sized

- towns, rural areas, and Native American communities as part of the New Markets Initiative;
- Demonstrate innovative approaches to economic development;
- Support the economic development of Native American and/or Alaska Native communities;
- Support locally created partnerships that focus on regional solutions for economic

Amount: EDA has set aside approximately \$204.5 million for this initiative; the average grant award in FY 1999 was \$849,000. **Requirements:** Cities, states, and counties; nonprofit organizations; Indian tribes, economic development districts; and institutions of higher education located in economically distressed areas. **Source:** [website here](#)

F7. Environmental Protection Agency (EPA) Innovative Community Partnerships (ICP Grants)

An EPA community grants initiative to support communities' efforts to solve their environmental problems and make their communities more livable places to live, work, raise families, and participate in community life. To promote smart growth (development that serves the economy, community, and the environment) and cleaner, more livable communities, EPA will use ICP grants as tools for encouraging local innovation, cross-media environmental approaches, and community partnerships working to achieve measurable results. **Amount:** Variable **Requirements:** Priority consideration for: 1) restoration and protection of community watersheds and airsheds; 2) integrated community planning for environmental results; 3) environmentally responsible redevelopment and revitalization. **Source:** www.epa.gov/region09

F8. Environmental Protection Agency Sustainable Development Challenge Grant

Encourages community groups, businesses, and government agencies to work together on sustainable development efforts that protect the local environment and conserve natural resources while supporting a healthy economy and improved quality of life. **Source:** [website here](#)

F9. Federal Transit Administration (FTA) Livable Communities Initiative

The Federal Transit Administration initiated the Livable Communities Initiative to strengthen the link between transit and communities - customer-friendly, community-oriented and well designed resulting from a planning and design process with active community involvement. **Amount:** Contact source

Requirements: Threshold factors will include evidence that the project: 1) resulted from a community planning process and contains community endorsement; 2) increases access to jobs, educational opportunities, or social services; 3) incorporates community services or other transit and pedestrian-oriented mixed use developments, and; 4) provides opportunities for small or disadvantaged business participation in the planning, design, and implementation phases of the project. \

Source: [website here](#)

F10. National Foundation on the Arts/National Endowment for the Arts (NEA) - Design Program

To promote excellence in the design of cities, towns, buildings, and landscapes, projects are funded that use architecture, landscape architecture, urban design and planning, historic preservation. To create a clearer understanding and recognition of good design, conserve design history and heritage, and invigorate informed discussion and criticism, and creativity in approaching design problems. For more info: For a great resource on available culture and arts funding opportunities, also visit **Amount:** Contact source

Requirements: For a variety of activities. There are no funds for capital improvements and construction, general operating costs, school tuition, or debt elimination.

Source: www.arts.endow.gov/federal

F11. Save America's Treasures Program

A private / public partnership between White House Millennium Council and the National Trust for Historic Preservation. The funds are directed to support historic preservation and conservation project work on historic properties, artifacts, and collections. Funding is available for restoration/conservation work on historic places, properties, artifacts, collections, monuments and works of art. Recipient projects must be of national significance and must be threatened, endangered or demonstrate urgent need. Project work must also support some element of education, interpretation or training. **Requirements:** Non-federal match is required at a 50:50 ratio. **Source:** [website here](#)

F12. The National Endowment for the Arts Challenge America leadership initiative

The National Endowment for the Arts will make a limited number of grants for design competitions to stimulate excellence in design in the public realm. The goal is to invest in projects that promote and use design to make communities across the nation more livable. Projects may include, but are not limited to, competitions for schools, museums, performing arts spaces, municipal buildings, parks, waterfronts, bridges, highway rights-of-way, public housing, emergency service vehicles, innovative building technologies, transportation facilities, or large-scale master plans. Projects should be of a scope and scale that are of national significance and that offer possible approaches for other American communities. For more info: **Amount:** \$50,000. Funding is for costs of the competition, not for post-competition construction or design fees. **Requirements:** Open to nonprofits, units of state or local government, or federally recognized tribal communities or tribes. Applicants should have evidence of financial resources substantial enough to implement the results of the competition. **Source:** <http://www.arts.gov/guide/NPW02.html>

F13. The National Trust for Historic Preservation - Preservation Services Fund

Provides matching grants to nonprofit organizations, universities, and public agencies to initiate preservation projects. Funds may be used to support consultants with professional expertise in areas such as architecture, law, planning, economics and graphic design; conferences that address subjects of particular importance to historic preservation. **Amount:** Variable, Grants range from \$500 to \$5,000. **Requirements:** Nonprofit organizations, government agencies **Source:** [website here](#)

F35. U.S. Federal Highway Administration (FHWA) Transportation & Community and System

Preservation Pilot Program (TCSP) Transportation and Community and System Preservation Pilot Program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. **Amount:** Variable. **Requirements:** State agencies, local governments, metropolitan planning organizations, transit agencies, school boards, air resource boards, park districts, and other public agencies. **Source:** [website here](#)

Non-Profit Resources

N1. Bretzlaff Foundation

The Foundation supports ethnic & folk arts and resource conservation. Provides grants for project/program support and specializes in cultural resources and land-use planning. **Amount:** Contact source

Requirements: Nonprofit organizations **Source:** [website here](#)

Bretzlaff Foundation 4700 Plumas Street Reno, NV 89509 (702) 333-0300

N2. Broadhurst Foundation Centers

The Broadhurst Foundation supports the arts and humanities, community development, and medical research. In addition to program support, funds are awarded for building programs and necessary equipment in these areas. **Amount:** Variable **Requirements:** - **Source:** [website here](#)

Broadhurst Foundation 100 Mid-Continent Tower 401 S. Boston Tulsa, OK 74103 918-584-0661

N3. Butler Foundation

Funding priorities include conservation, historic preservation, religion, youth, and women. Specialty areas include land acquisition/protection, cultural resources. **Amount:** Contact source **Requirements:** Grant use for Project/Program Support **Source:** [website here](#) Charter Trust Company PO Box 2530 Concord, NH 03302 (603) 224-1350

N4. Capital Planet Foundation

The Capital Planet Foundation supports hands-on environmental projects for children and youths. The objective is to encourage innovative programs that empower children and youth around the world to work individually and collectively to solve environmental problems in their neighborhoods and communities.

Amount: \$250 - \$2,500 **Source:** [website here](#)

N5. Geraldine R. Dodge Foundation, Inc.

The foundation's special interests include: ecosystems and habitat prevention, pollution prevention and reduction, biodiversity/species conservation, energy conservation, and enlightened environmental policy through education and communication. **Source:** <http://jefferson.village.virginial.edu/readings/dodge.html>

N6. The Educational Foundation of America

The foundation supports smaller, more grass roots organizations and projects with sustainability, and potential for long-term environmental impact. Interests include: energy efficiency and conservation, environmental education, alternatives to nuclear energy, sustainable agriculture, water quality issues, and public land resources conservation. The foundation encourages educational institutions, nonprofit organizations, public agencies, and research institutions to apply.

Source: [website here](#)

N7. The Gunk Foundation Grants for Public Arts Projects

The Gunk Foundation supports the production of non-traditional public art projects related to public space, displayed in spaces of public transportation, city streets, or work places is given. **Requirements:** Grants are provided for works of public art that are non-traditional and have a meaningful connection to the space they are in. The committee will not fund art education, art festivals, art therapy, mural projects, community gardens, restoration projects, architectural design projects, traditional commemorative sculpture/painting, or traditional theater projects. **Source:** info@gunk.org The Gunk Foundation (845) 255-8252

N7. The John D. and Catherine T. MacArthur Foundation

Program supports efforts to: generate new knowledge about community dynamics and community-building, and about the relationships between community characteristics and individual development. Enhance the capacity of community residents to organize, to mobilize their own resources, and to obtain and use external resources. Support, evaluate, and strengthen community-improvement initiatives, especially in education, public safety, economic opportunity, and recreation. **Source:** [website here](#)

The John D. and Catherine T. MacArthur Foundation 140 South Dearborn Street, Suite 1100 Chicago, IL 60603-5285 312-920-6285

N8. The Rockefeller Foundation

Supports groups and communities undertaking change that is culturally informed and builds on diversity, the Foundation identifies community-based, cooperative and culturally grounded initiatives that are building on diversity. **Source:** [website here](#)

The Rockefeller Foundation
420 Fifth Avenue
New York, NY 10018

N9. The Surdna Foundation

The goal of the Surdna Foundation is to prevent irreversible damage to the environment, support government, private, and voluntary actions that will produce a sustainable environment, and foster a population of environmentally informed citizens. Their interests include: biological and cultural diversity, energy and transportation, and restoring the environment in urban and suburban areas. **Amount:** \$20,000 - \$300,000 **Source:** [website here](#)

The Surdna Foundation 330 Madison Ave. , 30th Floor New York, NY 10017-5001 www.surdna.org Mr. Edward Skoot, Executive Director (212) 557-0010

Private Resources

P1. 501 (c)(3) Bonds

Nonprofit, 501 (c)(3) organizations may now borrow for land purchases, and financing, acquisition, design and/or improvement of facilities. Museums, performing arts, theaters, social services (e.g., teen centers), historical societies and others are included. **Amount:** Variable **Requirements:** Must be 501 (c)(3) organization. **Source:** Banks.

P2. Aetna Foundation

Provides funding in the following areas: matching funds, employee matching gifts, employee-related scholarships, scholarship funds, special projects, annual campaigns, and renovation projects, urban affairs, minorities, law and justice, youth, education, arts, community development, employment, AIDS, higher education, disadvantaged, housing, insurance education, leadership development, international affairs, literacy, performing arts, educational associations, and urban development. **Amount:** Contact source **Requirements:** Giving limited to organizations in the U.S. No support for religious organizations for religious purposes, private secondary schools, political activities, or sporting events.

Source: [website here](#)

Aetna Foundation 151 Farmington Avenue Hartford,
CT 06156-3180 203-273-1932

P3. American Express Foundation Cultural Heritage Grants

Grants given to protect the natural and built environment so that it can be enjoyed by current residents and visitors, and be preserved for future generations. Funding also supports art and culture unique to countries and regions. Our Cultural Heritage grant making emphasizes:

- Public awareness of the importance of historic and environmental preservation.
- Preservation and management of major tourism sites.
- Direct support for important cultural institutions and major projects in the visual and performing arts that are representative of national, regional and local cultures.
- Access to the arts and assistance to organization in developing new audiences.

Amount: Contact Source. **Requirements:** Open to non-profit organizations.

Source: <http://home3.americanexpress.com/corp/philanthropy/default.asp>

American Express Philanthropic Program American Express Company World Financial Center New York, NY 10285-4803 <http://www.americanexpress.com/>

P4. American Greenways Eastman Kodak Grant Program

The program encourages action-oriented greenway projects. Keys to determining which projects will receive grants are the importance of the project to local greenway development efforts, how likely the project is to produce tangible results. **Amount:** Between \$500-\$2,500 **Deadline:** Applications may be submitted from March 1 to June 1 each year. Announcement of awards will be made in early fall.

Source: www.conservationfund.org

The Conservation Fund 1800 North Kent Street,
Suite 1120 Arlington, VA 22209

P5. Boeing Grants for Health and Human Services: Arts & Culture and Civic and Environmental

Organizations Boeing supports organizations that uplift communities with art, music, drama and dance; especially those that help people understand and appreciate the arts, science and technology. Projects that are collaborations between organizations are encouraged. Contributions for the following are considered:

- Capital campaigns
- Seed money (one-time grants) for new programs that address community needs and priorities
- One-time grants to buy equipment, improve facilities, or enable special projects
- Performances and outreach organizations where applicable

Amount: In 1998, The Boeing Company contributed nearly \$9 million to arts and cultural organizations.

Deadline: - **Requirements:** Open to nonprofits.

Key: 9 **Source:** http://www.boeing.com/companyoffices/aboutus/community/citizen_98/grants.html

The Boeing Company In the state of Washington apply to,
P.O. Box 3707 M/C 14-04 Seattle, WA 98124-2207

P6. Bristol-Myers Squibb Civic and Community Services Grants

In contributing to civic activities, the fund seeks to support organizations whose efforts are directed toward three specific objectives: to help strengthen economic and community development; to provide equal opportunity and job training for socially or economically disadvantaged groups; and to improve the operation of the US system of law and justice. **Amount:** Contact source. **Requirements:** Any nonprofit organization **Source:** [website here](#)

Bristol-Meyers Squibb Co Foundation 345 Park Ave., Ste 4364 New York, NY 10154 Grants Administrator 212-546-4331

P7. DeWitt Wallace-Reader's Digest Fund

To foster fundamental improvement in the quality of educational and career development opportunities for all school-age youth, and to increase access to these improved services for young people in low-income communities. **Requirements:** Limited to non-profit organizations.

Source: The DeWitt-Reader's Digest Fund. [website here](#)

P8. Eastman Kodak Charitable Trust

Supports environmental conservation, education, senior and youth organizations, health care programs, community centers, and volunteer services. **Amount:** Contact source **Requirements:** Contact source

Source: [website here](#)

Eastman Kodak Charitable Trust 343 State Street Rochester, NY 14650-0517

P9. The AT&T Foundation - Civic and Community Service

To promote diversity and advance equal opportunity; support projects that promote economic capacity building in local communities; support organizations that aim to protect the environment.

Requirements: Funding awarding to non-profit organizations.

Source: [website here](#)

AT&T Foundation

1875 Lawrence Street, Suite 750

Denver, CO 80202 (303) 298-6559

P10. The Ben and Jerry's Foundation

Supports projects which facilitate progressive social change in the following areas: children and families, disadvantaged groups, minorities, civil rights, community development, the environment and grass roots organizing. **Source:** [website here](#)

The Ben and Jerry's Foundation

P.O. Box 299 Waterbury, VT 05676, Rebecca Golden, Foundation Director 802-244-7105

P11. The Gabelli Foundation, Inc.

Provides funding for general/operating support in the Foundation's areas of interest, which include; secondary school/education; general charitable giving. **Requirements:** No grants to individuals.

Source: [website here](#)

Gabelli Foundation, Inc; 165 W. Liberty St, Reno, NV 89501-1915, Att: Mario J. Gabelli, President.

P12. Verizon Foundation

Community performing and Visual Arts, Arts in Education Programs. Support for local communities, targeting organizations with a broad outreach for diverse populations serving in large urban cities to small rural towns. **Amount:** Contact source **Requirements:** Contact source **Key:** 8,9 **Source:** [website here](#)

Verizon Foundation Carolyn Henke carol.henke@telops.gte.com

State / Local Government Resources

S1. Arizona Game & Fish Department Heritage Fund

The Heritage Fund will consider projects that:

- . ☐ Establish wildlife habitat/population in harmony with urban environmental public awareness;
- . ☐ Increase and maintain public access for recreation;
- . ☐ Provide wildlife education on school sites; or
- . ☐ Preserve and enhance Arizona's natural biological diversity.

Amount: **Requirements:** Contact Source. **Source:** [website here](#)

Arizona Game & Fish Department Funding Planning Section 221 West Greenway Road Phoenix, AZ 85023-4399 Ms. Robyn Beck (602) 942-3000

S2. Arizona State Parks Grants

Arizona State Parks provides grants for local, regional and state parks (LRSP), historical preservation, trails, off-highway vehicle recreation (OHV), State Lake Improvement Funds (SLIF), and Law Enforcement and Boating Safety Fund (LEBSF).

Source: <http://www.pr.state.az.us/partnerships/grants/grants.html>

S4. Marshall Fund of Arizona

The Marshall Fund seeks projects that address and explore new ideas. It also provides funds to meet critical budget problems for important ongoing projects.

Amount: **Deadline:** Open **Requirements:** Tax exempt organizations **Source:** [website here](#).

Marshall Fund of Arizona 3295 North Civic Center Blvd. , Suite 15 Scottsdale, AZ 85251 Ms. Maxi Marshall

S5. HURF Funds

Overview. **Amount:** Variable **Requirements:** - **Source:** [website here](#).

S6. ADOT TE Grants

Overview. **Amount:** Variable **Requirements:** 100% match **Source:** [website here](#).

Local Resources

L1. BBB Beautification Funds

Overview. **Amount:** Variable **Requirements:** - **Source:** [website here](#).

L2. BBB Façade & Signage Program

Overview. **Amount:** Variable **Requirements:** 100% match **Source:** [website here](#).

L3. Business Improvement Areas (BIA)

Self-taxing business districts. Business and property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment.

Business Improvement Districts (BIDs), Local Improvement Districts (LIDs) and other such financial districts. **Amount:** Variable **Requirements:** BIAs can be controversial since taxation is involved.

Considerable communication and consensus building should be conducted prior to launching a BIA creation program. **Source:** Individual businesses, coordinated through City government.

L4. General Obligation Bonds

Tax-supported bonds used to finance governmental capital improvements such as public buildings, roads, infrastructure improvements, community centers, etc.

Amount: Variable **Requirements:** This form of debt requires a public vote for approval.

Source: Loan. Private banking industry.

L5. General Taxes

These taxes include excise taxes, utility user taxes, and property tax. Each of these taxes could be raised to generate revenue for the Imperial-Commercial Corridor. However, the political realities in California Requires a 2/3-voter approval for property tax increases or a special tax. **Amount:** Variable

Requirements: Contact source. **Key:** 1 **Source:** City / Taxpayers

L6. Utility Under-grounding Funds – *Does APS have this here?*

Utility companies are required to budget funds each year for under-grounding. These budgets are approved by the Public Utilities Commission and assigned to specific projects in each area based on priorities developed by local government. **Amount:** Variable **Requirements:** Contact source **Source:**

City's Electric Division

Area Plans

Upon completion of the area plan, the Planning Division shall review the plan and submit such to the Planning & Zoning Commission. The plan shall be accompanied by a recommendation regarding where the plan should be adopted with or without revisions.

The adoption process is:

At least 60 days prior to adoption, the plan shall be transmitted to City Council, and copies shall be provided to FMPO, AZ Department of Commerce, ADOT and BNSF for review of the proposal.

The Planning & Zoning Commission shall hold one public hearing before approving the Area Plan to provide opportunity for official comment by public officials, agencies, or citizens. Sufficient public notice shall be provided for this public hearing.

Upon receipt of the recommendation of the Planning Commission, the City Council shall conduct at least one (1) public hearing. Sufficient public notice shall be provided for this public hearing. The Council shall review the Area Plan, the testimony presented at the public hearing, the recommendation of the Planning Director, and the recommendation of the Planning and Zoning Commission, and shall adopt or deny the proposed Plan.

Appendixes

Appendix 1: Visioning Session Findings

Appendix 2: Bibliography

Appendix 3: Regional Plan Policies and Strategies

Appendix 4: Walkability Audit

Appendix 5: Zoning

Appendix 1: Visioning Session Findings

DRAFT

Appendix 2: Bibliography

History Bibliography

The History of the Railroad in Flagstaff by James A. Hardy, Visitor Center Historian.

PHOTO CREDITS

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<http://www.arizonahandbook.com/flagstaff.htm>

<http://www.legendsofamerica.com/AZ-Flagstaff.html>

<http://www.marriott.com/city-guide/city-overview.mi?cityId=589&guideType=history>

http://en.wikipedia.org/wiki/Flagstaff,_Arizona

Appendix 3: Regional Plan Policies and Strategies

Regional Plan Policies and Strategies that influence this document:

Policy LU1.5—Provide for New Mixed-Use Neighborhoods

“...existing older neighborhoods, may be suitable for limited and sensitively designed mixed-use development.”

Strategy LU1.5(a) - Prepare District, Neighborhood and/or Small Area Plans to Implement Mixed-Use Development

Policy LU1.8—Promote Targeted Redevelopment

“...promote and facilitate redevelopment of targeted areas, including consideration of specific area plans, active participation by the City in redevelopment projects, and identification of potential financing sources for projects. Objectives include targeting redevelopment of specific, identified areas; orientation toward residents ownership of housing; stabilization and preservation of existing neighborhoods; and quality design that fosters a sense of neighborhood and community”.

Policy LU1.10—Place Emphasis on all Transportation Modes

Policy LU1.11—Place Emphasis on and Encourage Traditional Neighborhood Development and Redevelopment Design

Policy C1.5—Design and Establish Neighborhood Commercial Centers

“...designed as pedestrian-oriented gathering places with a mix of retail, office and service uses, providing the goods and services necessary to meet the needs of the neighborhood while reflecting the identity and character of the surrounding residential neighborhoods”.

Policy HN2.1—Promote Development of Mixed-Use Neighborhoods

“In appropriate areas, both new and existing neighborhoods should have a mix of land uses and different housing types. The arrangement of land uses within neighborhoods shall allow residents to walk and bicycle to parks, schools, work, shopping, places of worship, transit stops, and other nearby neighborhoods. Neighborhoods should include a pedestrian-oriented neighborhood center—school, park, plaza, commercial area or other neighborhood facility—that gives each neighborhood a unique identity, and a place for recreation or public gathering. Additionally, existing older neighborhoods...may be suitable for limited and sensitively designed mixed-use development. Redevelopment of existing neighborhood shall be sensitive to existing development to preserve the neighborhood character”.

Strategy HN2.1(a) - Support Mixed-Use Development through Neighborhood Plans and Zoning Revisions

Strategy HN2.1(b) - Implement Regulatory, Programmable, and Procedural Affordable Housing Incentives

Policy HN2.2—Establish Interconnected Neighborhood Street and Sidewalk Patterns

Policy HN2.5—Preserve and Enhance Existing Neighborhoods Within Districts

“The character of stable residential neighborhoods shall be preserved through neighborhood and district planning, assistance to neighborhood organizations, and supportive regulatory techniques. The City shall attempt to retain existing affordable housing stock through conservation efforts of older residential neighborhoods, while allowing infill development and accessory dwellings in a sensitively designed manner”.

Appendix 4: Walkability Audit



City of Flagstaff – Flagstaff Metropolitan Planning Organization La Plaza Vieja Walkability Audit

3 October 2008

Introduction

A walkability audit is a community-based exercise intended to highlight opportunities, identify obstacles, and evaluate how easy it is to get around a neighborhood on foot. On October 3, 2008, a walkability audit was conducted in La Plaza Vieja neighborhood, an historic Flagstaff neighborhood that is bounded by Milton Road on the east, Route 66 on the south, and the BNSF railroad tracks on the north and west (refer to attached map).

The walkability audit was part of Flagstaff's fourth annual Pedestrian Awareness Week, a series of events held each October that celebrate Flagstaff's walkable character and raise awareness of pedestrian issues. The audit was also done in conjunction with the City of Flagstaff's on-going neighborhood planning process for La Plaza Vieja neighborhood. The event was organized by the City of Flagstaff, the Flagstaff Metropolitan Planning Organization, Coconino County Injury Prevention and Safe Kids Program, and the Arizona Department of Transportation's Safe Routes to School Program.

More than 30 people participated in the audit, including interested citizens, representatives of the neighborhood, and a number of individuals from communities across Arizona who had attended a Safe Routes to School workshop the previous day.



The event began with a short workshop on how to conduct a walkability audit presented by Brian Fellows, Arizona Department of Transportation Safe Routes to School coordinator; Martin Ince, multi-modal transportation planner for the Flagstaff Metropolitan Planning Organization and the City of Flagstaff; and Tracy McMillan of PPH Partners, a consulting firm that specializes in transportation, community planning, and public health. Kimberly Sharp, neighborhood planner for the City of Flagstaff, provided information about the neighborhood and outlined the planning process.

Following the workshop, participants were divided into four groups and sent on a "walkabout" tour through the neighborhood. During the walkabout, each participant was asked to score the neighborhood using the Walkability Checklist (attached), a rating form developed by the National Center for Safe Routes to School and the Pedestrian and Bicycle Information Center. At the conclusion of the tour, participants re-assembled as a group to compare scores, share comments and observations, and discuss the neighborhood's walkability issues.



A total of 13 completed Walkability Checklists were returned and are tabulated and summarized in the next section. The percentage shown in front of each issue under "some problems" indicates the number of times it was checked on the returned forms.

The last section includes a general summary of comments and observations made either on completed Walkability Checklists or during the wrap-up discussion following the walkabout tour.

Checklist results

1. Did you have room to walk?

Average score: 2.4 out of 6

7% Yes

Some problems:

- 93% Sidewalks were broken or cracked
- 86% Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
- 79% Sidewalks or paths started and stopped
- 57% Too much traffic
- 43% No sidewalks, paths, or shoulders

Other problems:

- Trip wire in sidewalk near Greyhound
- Grass chemically treated made one leery of getting too close
- 4 foot sidewalks
- Too close to traffic
- Sidewalks are narrow throughout
- Barbed wire at eye level next to sidewalk along Tucson near Milton
- Too much traffic on Milton and Route 66
- Missing segments of sidewalks along Blackbird

2. Was it easy to cross streets?

Average score: 3.0 out of 6

14% Yes

Some problems:

- 64% Needed striped crosswalks or traffic signals
- 64% Needed curb ramps or ramps needed repair
- 57% Trees or plants blocked our view of traffic
- 43% Road was too wide
- 29% Parked cars blocked our view of traffic
- 0% Traffic signals made us wait too long or did not give us enough time to cross

Other problems:

- Private owner parked across sidewalk
- Visibility
- Blind access/alleys
- Crossing 66 very difficult
- Very dangerous to get to Safeway
- Cars corner too close
- Except on Route 66
- Crossing to NAU too far
- Wide streets on 66 extremely dangerous
- Curb radii are too large
- No traffic signals or other designated places to cross along Milton and Route 66
- Inconsistent use of crosswalks
- Non-ADA curb ramps
- Milton and Route 66 are too wide

3. Did drivers behave well?

Average score: 3.9 out of 6

36% Yes

Some problems:

- 43% Drivers drove too fast
- 21% Drivers did not yield to people crossing the street
- 21% Drivers sped up to make it through traffic lights or drove through traffic lights?
- 7% Drivers turned into people crossing the street
- 0% Drivers backed out of driveways without looking

Other problems:

- Rude gestures on Route 66
- Parked car on sidewalk
- Driving too fast on Clay
- Some drivers not behaving well
- Parked car on sidewalk

- Bicyclist behavior
- Drivers drive too fast on Route 66 and Milton
- Drivers rolled-through or ran stop signs

4. Was it easy to follow safety rules? Could you and your child...

Average score: 3.0 out of 6

- 50% Stop and look left, right and then left again before crossing streets?
- 43% Cross at crosswalks or where you could see and be seen by drivers?
- 29% Cross with the light?
- 21% Walk on sidewalks or shoulders facing traffic where there were no sidewalks?

Other problems:

- Not enough traffic signals
- Need more crosswalks
- Hard to see pedestrians until they are in street at Clay and Blackbird due to location of stop signs

5. Was your walk pleasant?

Average score: 3.5 out of 6

14% Yes

Some problems:

- 71% Dirty, lots of litter or trash
- 50% Needed more grass, flowers, or trees
- 29% Not well lighted
- 7% Scary people
- 7% Dirty air due to automobile exhaust
- 0% Scary dogs

Other problems:

- Weeds growing over sidewalk
- Hate to cross Route 66 in wheelchair or with groceries
- Weeds on sidewalk
- Poorly maintained properties
- Glass on sidewalks
- Cars and dumpsters on sidewalk
- Unfamiliar neighborhood
- Loud truck traffic along Route 66
- Housing, yards not maintained
- Property maintenance ordinance would help with property maintenance
- Overgrown weeds along sidewalks and yards
- Train noise
- Scary people at bus station

Total score

15.7 out of 30

26-30 Celebrate! You have a great neighborhood for walking
21-25 Celebrate a little. Your neighborhood is pretty good
16-20 Okay, but it needs work
11-15 It needs lots of work. You deserve better than that.
5-10 It's a disaster for walking!

Comments and observations

The following comments and observations are taken from the completed Walkability Checklists and/or were brought up during the wrap-up discussion following the walkabout tour.

- The average walkability score for La Plaza Vieja is 15.7 out of a possible 30 points. This score places it between "Okay, but it needs work" and "It needs lots of work. You deserve better than that" on the rating system.



- There is a significant difference in walkability depending if one is walking through the neighborhood or walking along Milton Avenue or Route 66, the two major arterial roads that border the neighborhood on the south and east.
- Participants observed a number of issues that negatively affect walkability on Milton and Route 66: there is a lot of traffic, traffic tends to move fast, and the absence of parkways places pedestrians uncomfortably close to traffic.
- There are also problems with crossing Milton and Route 66 on foot: the streets are very wide, large curb radii adds to the crossing distance, there are only two intersections with crosswalks and pedestrian signals (Clay/Butler/Milton and Milton/Route 66), at those intersections pedestrians are prohibited from crossing on one of the legs, and distances between designated crossings are long. This creates a barrier for pedestrians on two sides of the neighborhood.

- The crossing for pedestrians at Route 66 and Blackbird Roost/Metz Walk is especially troublesome and difficult for pedestrians as a result of the speed and volume of traffic, a high number of turning vehicles, the width of the road, and the lack of crossing facilities for pedestrians. The problem is complicated because there is a large retail area south of Route 66 that is a draw for neighborhood residents and would otherwise be within easy walking distance.
- The BNSF railroad tracks, which form the northern and a portion of the western boundary of the neighborhood, also create a barrier for pedestrians. There is a well-used, but unofficial and illegal, pedestrian pathway that connects the neighborhood to Old Town Springs Park and other destinations to the north.
- Walkability on streets within the neighborhood is generally good. Most streets have sidewalks, although most sidewalks are only four feet in width and there is no parkway.
- Sidewalks are missing along most of Blackbird Roost, and there are short missing sections in a number of other locations.



- Trash, weeds, and overgrown vegetation on sidewalks are a significant problem at numerous locations in the neighborhood. In a number of locations sidewalks are also blocked by other obstacles, including sign posts, light posts, and fire hydrants. In a few places vehicles were parked to block the sidewalk.

For further information

Martin Ince
Multi-Modal Transportation Planner
City of Flagstaff/FMPO
211 West Aspen Avenue
Flagstaff, Arizona 86001

928-226-4850
mince@ci.flagstaff.az.us

Kimberly Sharp
Neighborhood Planner
City of Flagstaff
211 West Aspen Avenue
Flagstaff, Arizona 86001

928-779-7685 x7217
ksharp@ci.flagstaff.az.us

Attachments

- Map of La Plaza Vieja neighborhood
- Walkability Checklist

Need some guidance?
These resources might help...

Great Resources

WALKING INFORMATION

Pedestrian and Bicycle Information Center (PBIC)
UNC Highway Safety Research Center
730 Airport Road, Suite 300
Campus Box 3430
Chapel Hill, NC
27599-3430
Phone: (919) 962-2202
www.pedbikeinfo.org
www.walkinginfo.org

National Center for
Bicycling and Walking
Campaign to Make
America Walkable
1506 21st Street, NW
Suite 200
Washington, DC 20036
Phone: (800) 760-NBPC
www.bikefed.org



WALK TO SCHOOL DAY WEB SITES

USA event: www.walktoschool-usa.org
International: www.iwalktoschool.org

STREET DESIGN AND TRAFFIC CALMING

Federal Highway Administration
Pedestrian and Bicycle Safety Research Program
HSR - 20
6300 Georgetown Pike
McLean, VA 22101
www.fhwa.dot.gov/environment/bikeped/index.htm

Institute of Transportation Engineers
www.ite.org

Surface Transportation Policy Project
www.transact.org

Transportation for Livable Communities
www.tlcnetwork.org

WALKING COALITIONS

America Walks
P.O. Box 29103
Portland, Oregon 97210
Phone: (503) 222-1077
www.americawalks.org

Partnership for a Walkable America
National Safety Council
1121 Spring Lake Drive
Itasca, IL 60143-3201
Phone: (603) 285-1121
www.nsc.org/walkable.htm



PEDESTRIAN SAFETY

National Highway Traffic Safety Administration
Traffic Safety Programs
400 Seventh Street, SW
Washington, DC 20590
Phone: (202) 662-0600
www.nhtsa.dot.gov/people/injury/pedbimot/ped

National SAFE KIDS Campaign
1301 Pennsylvania Ave. NW
Suite 1000
Washington, DC 20004
Phone: (202) 662-0600
Fax: (202) 393-2072
www.safekids.org

WALKING AND HEALTH

US Environmental Protection Agency
Office of Children's Health Protection (MC 1107A)
Washington, DC 20460
Phone: 202-564-2188
Fax: 202-564-2733
www.epa.gov/children/
www.epa.gov/airnow/
www.epa.gov/air/urbanair/ozone/what.html
www.epa.gov/sunwise/uvindex.html
www.epa.gov/otaq/transp/comchoic/ccweb.htm

President's Task Force on Environmental Health Risks and
Safety Risks to Children
www.childrenshealth.gov

Centers for Disease Control and Prevention
Division of Nutrition and Physical Activity
Phone: (888) 232-4674
www.cdc.gov/nccdphp/dnpa/readysat
www.cdc.gov/nccdphp/dnpa/kidswalk/index.htm

Prevention Magazine
33 East Minor Street
Emmaus, PA 18098
www.itsallaboutprevention.com

Shape Up America!
6707 Democracy Boulevard
Suite 306
Bethesda, MD 20817
www.shapeup.org



ACCESSIBLE SIDEWALKS

US Access Board
1331 F Street, NW
Suite 1000
Washington, DC 20004-1111
Phone: (800) 872-2253;
(800) 993-2822 (TTY)
www.access-board.gov

Appendix 5: Zoning

Existing Zoning - Maximum Build-Out versus Existing Built in the neighborhood:

[Based upon May 2010 LDC – this is what can be built today]

Commercial Service (C-3-E)

= 26.65 acres at 60' height w/ 3.0 FAR = **3,482,622*** sqft potential. [259,380 sqft exist. commercial; 21,819 residential (268 units) = **281,199** sq ft existing total]

* Residential ABOVE commercial is not included in the gross square foot allowed – this zoning allows for residential to be built above up to 60' height.
[IF 50% of commercial had one story of 1,100 sqft apartments = 245 apartments]

Highway Commercial (C-4-E)

= 6.19 acres at 60' height w/ 2.0 FAR = **539,273*** sqft potential [20,160 sqft exist.]

* Residential ABOVE commercial is not included in the gross square foot allowed – this zoning allows for residential to be built above up to 60' height.
[IF 25% of potential commercial had one story of 1,100 sqft apartments = 791 apartments]

Manufactured Home Park (M-H-E)

= 3.09 acres at 20' height w/ 43% lot coverage = **57,878** sqft potential. [20,493 sqft exist. – 48 units]

Multiple Family Residential (RM-M-E)

= 2.79 acres at 60' height w/ 40% lot coverage = **48,613**** sqft potential [40,389 sqft exist. – 20 units]

** This sqft would allow for approximately 34 units at 1,400 sqft each in this zoning.

One and Two Family Residential (RM-L-E)

= 32.25 acres at 35' height w/ 35% lot coverage = **491,684***** sqft potential. [219,289 sqft exist. – 204 units]

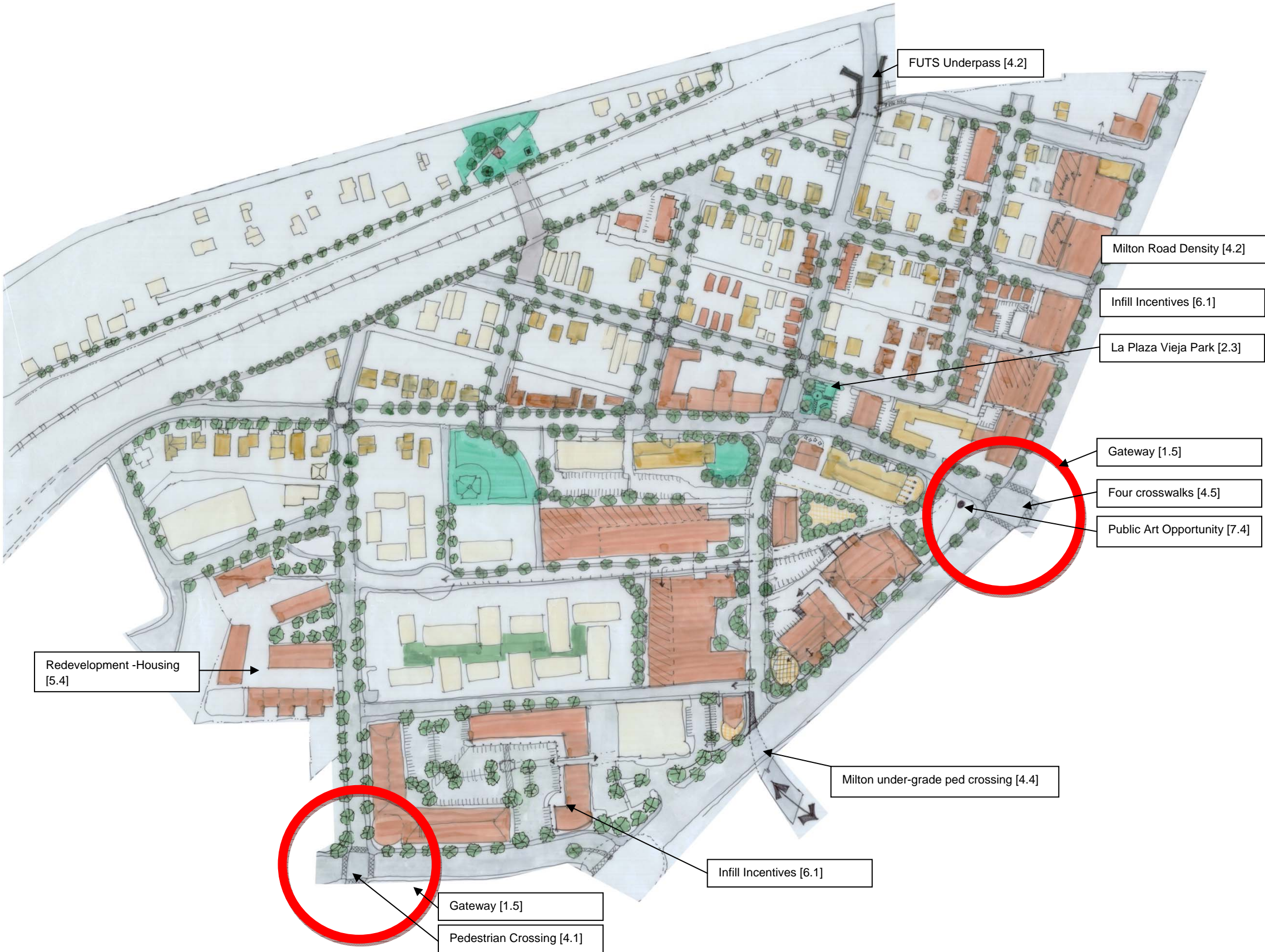
*** This sqft would allow for approximately 351 units at 1,400 sqft each in this zoning.

Rural Residential (RR) & COUNTY - 13.35 acres (this is the railroad)

Density

Density refers to the intensity of development within a zoning district. In residence districts, density is generally measured by the maximum number of dwelling units permitted on a zoning lot. The maximum number of units is calculated by dividing the maximum residential floor area permitted on a zoning lot by the applicable factor for each zoning district. (Fractions equal to at least $\frac{3}{4}$ are considered one unit.) The factors for each district are approximations of average unit size plus allowances for any common areas. Special density regulations apply to mixed buildings that contain both residential and community facility uses.

Conceptual Plan



La Plaza Vieja Neighborhood

- Historic Buildings
- Redevelopment Opportunity
- Parking Behind / above / below
- Street Trees
- Crosswalks
- Green Park Space